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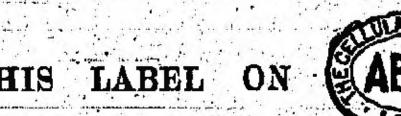
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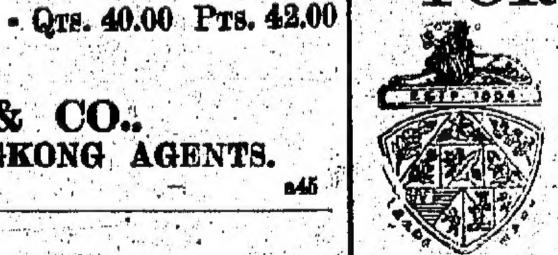
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Hongkang, 4th October, 1903.

division of the human race as to colour

unsatisfactory. It is true there are certain

qualities and their corresponding faults, are

often found among Europeans, while the

converse is equally true, namely that

qualities which are looked upon as

essentially European are found among

some Asiatics. Until recent times the truer

line of demarcation, namely that of civiliz-

ation, was usually taken up to mark off the

difference between the coloured and the

whites. The former were looked upon as

uncivilized; the latter as being blessed with

the only civilization that was worth con-

sidering as such. This good old-fashioned

entirely of the past. The notion that

civilization after the European pattern was

with the slightest pretence to education

in the present day-and even if it were,

too much has been taken from our own

civilization by nations with whom we

possible any longer to take up this com-

plaisant and comfortable, if somewhat

patronising attitude. This is more or has

the case both in India and China, and of

course is markedly so with respect to Jap in.

While that country is steadily making pro-

gress in all that belongs to our civilization

and is adding it to all that is valuable in

her own, it is impossible to draw a strong

line of demarcation between the Japanese

and European nations-nor would there

be any attempt to do so except for the

difference of colour; but, at that point, a

distinction is undoubtedly drawn, however

likely to continue for long years, if no

decades or even centuries to come. There

can be no question that the difficulty

which recently arose in California with

supposed. The school question was, no

doubt, mixed up with the more acute ques-

tion of Japanese immigration and competi-

tion with local labour, but the colour ele-

ment entered largely into the popular view

of the subject and had much to do with the

strong feeling that was evoked. Happily

evaded than overcome-and the outcome

did not go far towards solving the main

and Asiatics can find a modus vivendi which

will be just and reasonable to both. Like

most large political problems this question is

likely to be solved by circumstances rather

than upon any general principles, and in

point of fact the solution has been found

upon a modified scale in more directions

than one. In India and China, and, of course,

still more so in Japan, the line of demarca-

tion between European and "native" is far

less strongly marked than it was in former

understanding of each other's political and

and the light races in the world, though

necessarily different in many respects, can

still work together with mutual respect for

one another's views and feelings and even

what on either side may appear to be pre-

judices on the part of the other. This end

is most likely to be attained by a frank re-

cognition that there is a difference between

them, and by thus avoiding, on the one side

the error of certain enthusiasts who hold

that all men are slike, and on the other

side the equally mistaken idea that because

many respects, they must always be in a

state of antagonism, and cannot find a

H. M. cruiser Monmouth on completion of

George Lucour, a cook, was at the Magistracy

yesterday fined \$7 for being drunk and

It is notified that Mesers, N. Mealle & Co.

The Alexandra Cinema-Theatre announce an

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been appointed liquidator.

advertising columns.

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respect and for their common good.

have come into contact, to make

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Hongkong, 15th July, 1908,

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All letters for publication should be written on one side of the paper only No enonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that

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HONGKONG OFFICE: 10A, DES VŒUX ROAD C LONION OFFICE: 131, FLEET STREET, E.

Hongsong, July 17rm, 1908.

In one form and another the question of the times. Common interests and a better position of the coloured races in the world individual characters have worked this is a vis those of European or American origin has been coming to the front, and result, and it is reasonable to hope that, as there can be no doubt that it will have to be | time goes on, it will be found that the dark faced, however desirous some may be to put off indefinitely the consideration of what is undoubtedly a very difficult problem. Though it may be unpleasant to people who have been brought up in the accepted idea that the white ruces are essentially superior to the coloured and that the domination of the whole has been given to the former, the fact that the coloured races are coming to the front is being forced upon the attention of all who will not refuse to see, in a way which calls for serious reflection. As long the white and the coloured races differ in as the question (so far as the generality of people cared to trouble about it at all) was between the downright blacks and the down- means of working together with mutual right whites, the matter appeared to be extremely simple. Nature herself seems to have made a mark of separation between the two classes such as cannot be ignored. It is easy to perceive that an ebony native of Zanzibar is not likely to amalgamate socially or otherwise with a person of European or fatal. American descent. But the distinction is by no means so clear between the large number of people who are somewhat uncomplimentarily called "yellow" and let us say, the inhabitants of some of the southern parts of Europe. Some of the Ltd., of Amoy, have voluntarily gone into darker Halians or Spaniards might be put liquidation, and that Mr. G. W. Barton has by the side of Chinese and Japanese, and an artist in painting them, would have to use more of his dark colcurs for the Europeans

than for the Asiatics-so that, a mere

Yosterday H.E. the Governor went into residence at Mountain Lodge.

must, as time goes on, fail, the distinction being only one of degree. Mere broad One of the Cameron Highlanders at Tie ntain. a drummer named O'Neill, bas been drowned territorial distinctions also, such as that of in the Canal by the capeizing of a boat, Asiatics as against Europeans are equally

Members of the Volunteer Reserve Association are reminded of the special pool this week and. characteristics which are found more frequently among Asiatics than Europeans Shooting takes place at the Peak Range on and vice versa, but markedly Asiatic Saturday afternoon and Sunday.

One of the men employed at Gu'slaff, in the course, of firing a fog signal on the 8th inst. received injuries which, it is feared, involve the the loss of both hands. The signal apparently exploded promaturely.

At the Magistracy yesterday a coolie who stole a bangle from the arm of a six years' old boy at Yaumati, was convicted and sentenced to three months' imprisonment and 24 strokes with the birch.

On Tuesday afternoon between five and six o'clock a projecting versudah at 115 First Street collapsed, a portion falling on an old woman who was sitting underneath and injuringher slightly. It is balisved that the wood work view has happily become a thing almost was exten away by white ants.

Mr. C. Frerichs, of the Oriental Hotel, prison punishment, the only one worth considering as such summoned three boys for trespassing in his would hurdly be found among any persons servants quarters. The first was fined 27 by Mr. Kemp and the others \$5 each, while his boy whom he had discharged the previous night, was ordered to forfeit his month's pay.

> An old woman attempted to commit on Wednesday suicide by drowning. She jumped into the harbour at Kennedytown and—as she was seen walking in the water an Indian watchman and a lukong went in to resone her. When she saw them coming she made for deeper water but was ultimately caught and assisted out. She was taken to the Police Station at West Point where her demonnour suggested i sanity. She was medically examined and subsequently ro moved to the asylum.

Much sympathy will be felt with Mr. and Mrs. A. G. Gordon whose little five-year old son is lying at the Peak Hospital suffering from extensive burns on the body. He was standing near a small methylated spirit lamp when the draught created by the opening of a door drove the films upon him and instantly the fact may be politely ignored, and is ignited his clothes. Fortunately Mr. and Mrs. Gordon were close at hand and succeeded in exinguishing the firmes but not before th poor little fellow had been very severaly burnt about the body. For unstely the face suffered respect to the Japanese going to the public but slightly. Mr. Gordon had his right hand badly burnt in extinguishing the fire. schools was greater than was generally

A rather curloug incident, says an exchange happened in Ipoh the other day. Mr. R. Harris, of the Straits Trading Company's staff discovered a Chinaman just leaving his bedroom dressed in a suit of his clothes and wearing his solar topee. To cap it all, the Chinaman had Mr. Harris's tenuis racket in his hand, When Mr. Harris got over his suprise, he questioned by good sense and wise diplomacy the crisis | the man and the Celestial said he had just been was got over; but the difficulty was rather sent down from Heaven by God to level all the hills in Perakas the country, did not look in los as it was. Mr. Harris had the man sent to Hospital for observation. It is quite an old problem which was brought prominently to dodge of the Chinese burglar to pretend he is notice-namely how the white and dark a madman when caught where he has no right races -more immediately how Europeans to be.

> Mr. E. J. Bathell, late Editor of the More Daily News, who was recently sentenced by the court to twenty-one days' imprisonment a first class misdemeanant, was brought before Mr. Bourne, Acting Judge, at the Supreme Court, Shanghai, on Saturday last to give security for his future good behaviour, Lordship said prisoner had been ordered to give "security to be of good behaviour for six months. and he would be satisfied with the sum of £200 in prisoner's own recognisances and one surety of £150. If prisoner would enter into that recognisance he would be discharged, if not, he would have to be deported from China, Prisoner entered into the necessary recor . sauce and was thereupon released.

The firm of Whiteaway, Luidlaw & drapers and outfitters, who have branches in Shanghai and the Straits Settlements, has been incorporated under the Companies Acts. The capital of the company is £600,000, divided into 400,000 six per cent, cumulative preference shares of £1 each and 200,000 ordinary shares of £1 eich. The average profits of the busin esses carried on by the firm, on the basis of the last five years, is stated in the prospectus to have been £55,914. Os. 5d. To this is added £7,243 17s. 5d. the amount of rents hitherto paid for promises now taken over by the Company, and £2,535 rent receivable from part of new premises let at Shanghai and Colombo. This gives a total of £65,692 17s. 10d. After payment of the six per cent, dividend on preference shares a surplus of £41,692 17s, 10d. is shown. The purchase price was fixed at £510,000, of which £32 488

was for goodwill. The death of Mr. W. Beilby, who assisted at Japan. the construction of the Hongkong tramways. took place on the 4th inst. on board the P. and O. intermediate steamer "Namur," between cases of plague were reported during the Hongkong and Singapore. The deceased was China Sea. whis way home from Shangha' along with his wife. After leaving Shanghar, he became ill, from the effects of rheumatic fever he had when young, and soon after the ship had left Hong. kong; he became delirious and died as stated. Mr. Beilby looked after the interes 3 of Messra Dick, Kerr and Co. at the laying down of the to-day is as follows :-Singapore tramway system, and on finishing his work there he went to Bangkok to assist in the erection of the trainway system there. and eventually proceeded to Shanghai, where he arrived about two years ago and was employed as an engineer for the tramways with the firm of Messra Bruce, Coebles and Company, Mr. Beilby was married at home eighteen months ago. He was 28 years of age.

Japanese troops are operating in Korea against the insurgenia. The Japan Mail remarks :-"Absolute allence continues to be preserved with regard to the doings of the Japanese troops. The general impression seems to be that they have almost stamped out the insurrection, but

It is stated in Japan papers that 20,000

apparently it is considered expedient not to publish details which would merely furnish material for exaggerated stories."

A Chinese clan fond in Chicago was reported to the Grand Jury by the Chinese interpreter on June 14th who stated that u less Hip Lung and his associates were punished by the courts for the murder of Chin Wai, the entire Chinese clan would be wiped out by members of the On Lenng tong. The Chinese colony in Clark street is worked up to the point of frenzy over the case and the disclosures of perjury by witnesses. An effort to save the three defendants from punishment has stirred up bitter feeling among the rival tongs in Chinatown His Excellency Wu Ting Fang, the Chinese Minister, admitted that one of his secretaries had come to Chicago after the murder of Wai to straighten out the troubles between the rival tongs. The death penalty will not be asked by the State, but a strong plea will be made for fortune to the National Gallery.

It is proposed to hold an Exhibition of Old Chinese Porcelain in Shanghai under the auspices of the North China Branch of the Royal Asiatic Society, in or about the second week in November. A special feature was the decision to issue a descriptive catalogue, profusely illastrated, after the Exhibition, which will embody the history of the ceramic art in China, and also a detailed oatalogue of all the pieces exhibited. The Exhibition, the N.C. Daily News remarks, seems to be meeting with much popularity, and exhibits are already promised from high Chinese official sources; in fact it promises to be a unique exposition. It was also decided to send particulars of the coming Exhibition to all the European and American art journals, also inviting subscriptions to the shipbuilding edition which will be issued. Any information or suggestion which may be of interest to the proposed Exhibition will be gladly received by the Hon. Secretary, Mr. A. W. Bahr, care of Mesars, Hopkins, Dunn & Co.

### FLOOD FUND BAZAAR.

to the highest bidder this afternoon, the sale tocommence at 3.00 p.m., and to be continued on bands in Macedonia. Saturday at 11 a.m., if everything is not sold. A small charge of 20 cents will be made for smbodying her proposals for financial and

The students of St. Joseph College, Hongkong, are contributing generously to the Flood Fund. A subscription has been started in the College, which promises to be a great success. It is hoped that in a very short time they will have handsome sum to hand in to the trustees.

### VOLUNTEER CORPS ORDERS.

Captain G. P. Lammert has been granted eave of absence out of the Colony for two and a half months.

Sapper W. Thorn is granted leave of absence for four weeks.

Messrs, W. F. Taylor and I. Pereira have joined, the Corps, the former going to the Infantry Company and the latter to the Engineer Company.

### SUICIDE OF DR. CROSS.

Dr. Cross, for many years a medical missionery in China, committed suicide at Ipoh, Straits Settlement, on the 5th inst, by swallowing a large quantity of carbolic soid. A painful feature of the affair is that he committed the deed in the presence of his wife, having suddenly jumped up from eleepless bed, and though Mrs. Cross made a determined effort to wrest the bettle from his grasp she was too late, and her husband was dead in ten minutes.

The sad affair cast a gloom over Ipoh, where the deceased was very popular. Much sympathy is felt for Mrs. Cross and her children, two of whom are at school in England.

Dr. Cross, who had been in practice in Singapore for about a year before going to who had been thoughtless enough to be led Ipoh in March, 1907, was a popular medical man. A Scotaman by birth, Dr. Cross came to the East as a medical missionary and laboured for many years in China. He had a perfect knowledge of several Chinese dialects and in a remarkable collection of Eastern curios he possessed many decorated emblems in Chinese of the esteem in which he was held.

### WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:-On the 16th at 11.55 p.m.—The barometer has risen moderately over N.E. Japan and the E coast of China, and fallen slightly in S.

The depression is moving slowly E stwards who die in battle for the faith only. over W. Japan. The low pressure trough remains over Tongking and S. Chins. Pressure is high st over the S. part of the

Moderate variable winds may be expected to the Formosa Channel and fresh to strong monsoon over the China Sea. Hongkong rainfall for the 24 hours ending at 10 s.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon

Formosa Channel ......... with coast of China between 7 Hongkong and Lamocke. South coast of China between . Hongkong and Hainan ...

Hongkong & Neighbourhood, a moderate fresh fair. Variable winds. moderate. Same as No. 1.

TELEGRAMS. ["DAILY PRESS" EXCLUSIVE SERVICE.]

MOUNT ETNA ACTIVE.

LONDON, July 16th. Mount, Etna, the volcano in Sicily has become active and a violent eruption has taken place.

AFFAIRS IN SERVIA.

London, July 16th. Affairs in Servia have reached a

This telegram refers to the rupture which has taken place between Servis and Bulgaria.

WINDFALL FOR THE NATIONAL GALLERY

LONDON, July 16th. Sir Dominic Ellis Colnaghi, a formdiplomat, has bequeathed his

BEUTER'S SERVICE.

BRITAIN'S NAVY. LONDON, July 14th.

With further reference to the depate in the House of Commons on Naval affairs, Mr. McKenpa, alluding to the frequent references to Germany, wished to say that such comparisons were not made with the idea by hostility towards that country or with any anticipation of hostilities occurring, but that during this and our future programme we simply took the German programme as our standard for comparison of progress in

### MACEDONIAN AFFAIRS.

Longon, July 14th. Great Britain and Russia have agreed to divide their Macedonian proposals, and in this connection Great Britain has presented a note to the Powers urging explicitly the All andisposed articles will be sold by auction creation of a mobile force under Turkish officers for the purpose of suppressing armed

> Russia will shortly present a Note judicial reforms.

> > OPIUM IN CANADA.

London, July 14th. Ottawa reports that the Opium Prohibi ion Bill has passed the Canadian House of Commons.

ADMIRAL SIR PERCY SCOTT.

LONDON, July 14th. It is stated at Plymouth that Admiral Sir Percy Scott has been mentioned connection with the command of the Eas Indies Station vacant in March next.

The following telegram in the Straits papers amplifies the brief telegram recently sent by our London correspondent :- A correspondent informs "The Times" that Lord Charles Beresford last week signalled to the cruisers Good Hope and Argyll" to perform an evolution, which, if it had been obeyed, would have resulted in a collision. Roar-Admiral Sir Percy Scott was at the time on board the "Good Hope," which signalled back expressing doubt with regard to Lord Charles Beresford's mignal, which was disobeyed.

### WEST SUMATRA RISING.

MANY DISAPPECTED HEADNEN ASK FOR News from West Sumatra up to July 3, is to

the effect that in some parts of the country, the anti-tax troubles are quieting, and the headmen are paying their quotus. They could not stand against the argument of military force. For the easier capture of the ringleaders, the province has been divided into five military districts. The course of events has shown that Mohammedan religious teachers are at bottom of the disturbances.

The new slaughter house tax fell also upon cattle killed for religious feasts, and the teachers. found themselves taxed as well as the common herd. Most of the rebeleslain proved to be lads, away by the cry of a holy war,

In the troubles, the established priesthood are at variance with the fanatical sects, who proclaimed a holy-war the moment the assessments began. The sectaries, who obey their leaders blindly even to death, rushed out at the fanatical cry, many wearing charms warranted to render them proof against bullets.

Most of them perished miserably under the rifle fire of the soldiery. They were shot down before coming to close quarters. Only a few of them, by treacherously approaching in friendly guise, managed to kill or wound some of the soldiers.

The established priesthood profit by carnage by making out that they alone had the power to declare a holy war, and that the opposing sect had no right to do so. To clinch matters, they deny that the slain sectaries are martyrs at all. It must be borne in mind that. in the Mohammedan religion, martyrs are those

Many disaffected headmen have asked for pardon, and have delivered up prominent rebel leaders. The rebels are still active in the

### CHINA'S COAL RESOURCES.

The United States Geological Survey has received a report from one of its officers on the coal resources of China, in which it is stated that Coma's present needs require the working of all the coal fields to the depths permitted by Chinese methods, and that when the Empire develops her industries the productive capacity of all possible coal mines will be taxed. With her enormous necessities, it is not believed that China will have coal to export. The total Charmant and Special Skin Tonic and Pondre amount of coal in North China is estimated at | Charmant will enable you to do it. Hor about 605,000,000,000 tons. As far as is yet | Specialities for the Skin are the study of a Same as No. 1 known the larger part of the coal of China is lifetime. A. S. Watson & Co., Ltd., Sole Agents in the north.

SUPREME COURT.

Thursday, July 16th, IN OBIGINAL JURISDICTION. BEFORE THE CHIEF JUSTICE (SIE FRANCIS PIGGOTT).

THE ACTION FOR ALLEGED WRONGFUL SEIZURE. The case of Loung Lai Nam and others v. Reuter, Brookelmann and Co. progressed another stage yesterday when Hon. Mr. H. E. Pollock, K.C., argued on the point of onus of proof with regard to justification of the act of

Counsel remarked that one would imagine the claim was one of trespass pure and simple, whereas it was doubtful whether there was any claim as to trespass at all. Apart from that there was a claim inter alia. for damages for false representation, and also a claim for a declaration that what defendants did was done maliciously. Counsel submitted that if his Lordship were to hold that the claim was a claim for trespass, it would be a matter in regard to which the Court had no jurisdiction.

Mr. 81.de-That is a point already argued.

His Lordship - I expected that point, Mr. Pollock-I am not going to worry your Lordship by going through the case. simply may that if my friend is right in saying that this should be regarded as a case of trespass by seisure of the plaintiff's premises, then there is no jurisdiction in the Court.

His Lordship-I anticipated that point, and was looking through the evidence. The answer is conclusive in so far as that question is concerned. But the evidence is that the trespass, using the word in a technical sense affected the chattels as well, and the seigure included an inventory of chattels.

Mr. Pollock-As regards that, those would be merely consequential acts. What is complained of is the seizure of the property by the Chinese Authorities under warrant. submit to your Lordship that an action for trespass does not lie at all. There is no allegation in the statement of claim impeaching the warrant itself.

Mr. Slade-It is said to be illegal, that is all. Mr. Pollock-With all deference to my friend, there is not one single word in the statement of claim to say that the warrant was illegal,

Mr. Slade Together with the rest of the

proceedings. Mr. Pollock-What is complained of in paragraph 7 of the statement of claim is that the defendants acted illegally in setting the Chinese Authorities in motion. There is no more evidence before the Court by way of procurement. of the warrant by defendants, through the Consul General than the letter to the Consul of February 21st, 1907. And plaintiffs would be hopelessly out of Court if it were assumed that the officer of the Pun Yu magistrate went

with a piece of waste paper and closed the shop.\_\_ Mr. Slade in reply argued that if the defendants were relying on a foreign judgment or process they must prove it in the correct way. by the production of the record or a certified copy of it. Until that was done they had put up no defence, and there was nothing further

The hearing was again adjourned. IN SUMMARY JURISDICTION

BEFORE ME. H. H. J. GOMPERTZ (ACTING Puisna Junes).

CLAIM FOR BENT

Wong Sik Pin and others sued Loong Yut Po to recover \$248.60 due for rent and taxes. Mr. Crowther Smith (of Messrs. Almada and Smith) appeared for plaintiffs, and Mr. Otto Kong Sing for the defendants.

Mr. Smith said the claim was for two months rent in respect of the ground floor of 104. Connaught Road, Central.

Plaintiff then gave evidence in support of his claim, after which defendant denied that he had ever rented the premises in question, or paid any rent in respect of

he paid the rent of the premises up till the time he left. Several times his uncle went to pay His Worship intimated that he did not wish

Wong Chin, nephew of the defendant, said

to hear Mr. Smith, and as Mr. Kong Sing didnot address the Court judgment was entered

### CORRESPONDENCE. THE SHANGHAI DOCK CO.

TO THE EDITOR OF THE "DAILY PRESS."] Hongkong, 16th July.

Sir,-I venture to congratulate you on your well balanced interesting leader of to-day.

There is one point which arrests my attention You say that the Directors of the Shanghai. Dock Co. well know that they are handicapped by antiquated machinery and thereby lose some business they might otherwise get.

At the same time you point out that the Company has in available cash nearly four lacs of tacls—some £50,000.

If the Directors really thought they were severely handicapped by their machinery it seems to me they would utilise this money or remoter districts, which the troops have not yet some of it in replacing, where necessary, with modern plant-£50,000 is a fairly useful sum to have available for such expenditure. As the Directors do not so utilise the funds at their disposal I am inclined to think the "antiquatedmachinery" does not worry them very much .-Yours faithfully.

SHANGHAI DOCK SHARE-HOLDER.

How to BE BRAUTIFUL Keep your complexion, Mrs. Ellen's Creme Charmante, Lait

THE FIRE ON THE GREMAN MAIL STEAMER.

### PURTHER PARTICULARS.

The news of the fire on board the "Scharnhorst" having preceded her, the arrival of the German mail was waited with more than usual interest this week. Supplementing the brief account of the occurrence, which we published yesterday, we quote the following description from the Singapore Free Press of July 10th :--

The outward North German Lloyd mai steamer "Scharnhores," which was due to reach Singapore at five o'clock yesterday afternoon and was expected to arrive an hour or so within her scheduled time, came alongside the Bornec Wharf at half-past four o'clock, with her No. 4 hatch still emitting smoke as the result of fire which had broken out in that part of the ship about noon, but which fortunately had been thoroughly extinguished while the vessel was still at sea. The first indications of the outbreak-were observed just after mid-day, when smoke was seen issning from the stokehold. Immediately this discovery was made, the corers of No. 4 hatch were speedily removed and willing volunteers from the crew descended into the interior of the steamer to quell the configration. These salvage pioneers found that the seat of fire was in the compartment where were stored the ship's provisions. This room and its contents were then fully in the grasp of the configration and the men who had gone down first into the the flerce heat .--

Captain L. Maass, the commander, thereupon ordered the ship's fire brigade apparatus to charge was heard by his Worship yesterday. be put into action, and this was done with commendable dispatch and to such effective purpose that it soon became apparent that there was no danger of the fire spreading to other parts of work, the steamer.

and crow and the excellent results attending their labours in the burning hold, there was not the slightest sign of panie among the passengers of whom the "Scharnhorst" carried quite a full complement. Indeed, so far from there being any alarm on board as a consequence of the outbreak the passengers met at the tiffin table in their customary numbers (while the fire was still under way), secure in the knowledge that all danger of the outbreak spreading throughout the ship was precluded no less by the excellence of the fire extinguishing apparatus to hand. than by the thoroughly disciplined work of the crew who turned out to fight the flames under the prompt and energetic supervision of the

The contents of the provision room were almost all destroyed while the woodwork of the compartment and other-combustible parts were damaged to a considerable extent by the flames. When once the lines of hose had been set to play into the burning hold, the whole place was soon under water and about half-past two c'clock-two and a half hours after the discovery of the five—the last smouldering embers among the debris had been extinguished, though smoke continued to emanate from the charred and sedden goods until the "Scharn-

horst" made fact alongside the whar! When the fire had been properly get under, the work of salvage was begun in the hold and it was then found that much of the water which had been poured down the hatchway had penetrated into the mail room adjoining and had more or less damaged the mail-bags. None of the mail matter, however, was destroyed by fire and a portion of this important part of the vessel's freight escaped unscathed though some

of the packages were entirely sodden. hold when the fire broke out, and the most for pressing needs, the Government is importing -probable solution is spontaneous combustion. heavily machinery, shipbuilding materials, rails, Chief Engineer Hartmann was in charge of the | and arms, which are arriving in large quantities, brigade and to his untiring efforts was largely Every N.Y.K. steamer is filled with such cargo due the speedy extinction of the fire. Equal on its homeward bound voyage. The regular praise is due to the Chief Officer, Mr. E. Tonne; steamers of the Nippon Yusen Kaisha have the Second Officer, Mr. J. Martens; and the Third Officer, Mr. A. Schollerbausen.

anxious when they heard of damaged mails on ordered by the Government may be judged from board the "Scharnhorst." But their auxisty | the fact that every steamer on the European hardly could have anticipated such a task as lay | line calls at Kure, Maizuru, Yokosuka, and other before them. The mail, between thirty and naval stations. This pressure of business in forty bage, arrived in the vane, soaking with Government imports may last two or three water. It soon became evident that distribution | months yet. Each steamer carries a cargo conlast evening was an impossibility. The bags sisting of 3,000 to 4,000 tons of steel or iron were carried in, and the Post Office floor soon and three to five 6-inch gans. The machinery was covered all over with dripping bags of mails | and plant for the Hokkaido Steel Foundry and from which the water coxed until-it-was-inches | the materials for the South Manchurian Raildeep. As each bag was opened, quarts, even | way are also arriving in large quantities. gailons ran out, until it was necessary to sweep | the goods ordered by private companies, spinout the Post Office, as though there had been a ming machinery and plant are said to form the burst water main-except that it was salt-water; bulk. The whole staff, headed by Mr. Wilson, the assistant Postmaster General, who is in charge contents on bagy, the dry parts of the floor, sorting tables and counters. It was not till long after ten o'clock that this was all completed.

card shop. The letters will get fairly dry; the papers profully, as they soak up the water.

What we have had to deal with here is small What they will be like after a week's soaking,

THE HONGKONG MAIL.

Hongkong mail had been seriously damaged, affected. but such is, fortunately, not the case. From inquiries made at the Post Office yesterday. Mr. E Cornewall Lewis, the Assistant Postmaster. General informed our representative that the

trifling. He was present during the sorting. and there was not one complaint about an indecipherable address. It appeared that the mails for Singapore and the Penang mails for Hongkong, received the most damage, they being on top of all the other bags, and consequently in a position to be deluged with the streams of water which were poured over the vessel to combat the fire.

According to Mr. Martin, superintendent registration and parcels branch; was present when inquiries

made, the only real damage was to the parcel post, and even the owners of articles in this could be found by the register. But a few of these, such as chooses and silks, would be spoiled. Many letters and parcels were put out in yesterday's sun to dry when our reporter called, and when these were collected later the names of the addressees were visible in every instance.

## MARINE MAGISTRATE'S COURT:

Thursday, 16th July.

BEFORE HON. COMMANDER BASIL R. H TATLOR, R.N. (MARINE MACIS RATE).

CARBLESS BOATWOMEN. At the instance of Lance Sergeant Sutton, ave boatwomen were charged with failing to keep the "yulo" of their cargo boats out water and rigged in, so as not to project out. board, whilst lying alongside the ss. "Hanoi," The defendants were found guilty, and in each case a fine of \$2 was imposed, the alternative the immense company of 20,000 performers, in that trouble may not arise. Some local indisbeing ten days' imprisonment.

BEFORE LIBUT. C. W. BECKWITH, R.N. (ASSISTANT HARBOUR MASTER).

"GROSS NEGLIGENCE."

A charge of negligence in the performance of his duties was brought against Wong Kan engineer of the private steam laun :h "Curlew." angineer of the Wharf and Godown Co. That

Defendant stated that he knew he had done wrong, but was very tired with much night

The evidence of Nicholas A. Beltram showed Thanks to the promptitude of the officers that on July 10th, while going his rounds on the "Carles no noticed that both engineer and foreman were absent from the engine room" On searching he found them asleep on their banks, and the launch was being run by a boy of ten years who acted as o ok. Witnesswakened the engineer, sent him down to the the Conqueror. engine room, and later reported him.

His Worship found the defendant guilty of gross negligence, whereby a serious accident might have been caused. He also found there was no truth in defendant's statement that he had much night work, as the launch made only one trip every other night. He therefore ordered that his certificate be suspended for four months, and at the end of that time the defendant must pass an examination before it is

### TRADE AND COMMERCE.

TAIREN AND NEWCHWANG. The value of imports at Tairen (Dalny) for last year was Y28.9.0,000 and of exports Y14 570,000, which compares with the values of Y17.530,000 for imports and Y25,133,000 for exports at Newchwang for the same year;

It will thus be seen that the imports of Tairen show an excess of over Y10,000,000 on the figures of Newchwang, while exports are some Y10,000,000 less, but in the aggregate Tairen is Y830,000 shead of Newchwang. Japan

> MEATY IMPORTS BY THE SAPANDE GOVERNMENT.

A vernacular contemporary, the Japan What the cause of the outbreak was is a Chronicle observes, points out that while private matter of conjecture. There was no one in the enterprises are now giving orders abroad only proved inadequate, and the goods are being brought out by steamers chartered in England The Post Office authorities were natually The activity in the importation of the goods

THE CAMPHOE INDUSTRY. Anxiety is felt in Japan in regard to the here, turned to opening and spreading out the future of the campbor industry of the Empire. It is pointed out that the annual value of camphor produced in Japan has hitherto been Y1,000,000 and that of Formoss Y4,000,000 Turkish besiegers outside. He was surrounded He admitted that all we know about elecand the Post Office looked like a picture post | while the total demand for camphor throughout the world has amounted in value to Y5,000,000 The letters and papers were left to dry all or Y6,000,000. Thus the world's demand has night, and this morning they will be delivered. | been almost exclusively supplied by Japan. At this point, however, in increase in the demand bably not. The former suffer round the edges | forced up the price with the result that the most; the latter will have to be handled care- production of camphor has largely increased in South China and elsewhere. Moreover the process of making artificial camphor is compared with what remains for other places. gradually being perfected, and the quality has The whole of the Far Eastern mail has been improved so much that it can hardly be disunder water, and as the "Scharnhorst" has to go tinguished from natural campher. Conseon, and carry her mails, they must go on wet. quently is production has increased to a great extent, the output last year reaching a value of or a fortnight's, can hardly be imagined. The about Y5.000,000. Thus the production of Bangkok mails were not sent on and have to camphor in the world has increased to a value be dealt with. Even if the Post Office can of Y13,000,000 at a bound. Owing to the send efficials by the boat to Honghong, the great industrial activity last year throughout opening and drying can hardly be effectively the world, a profit of about Y300,000 was made done on board, and there are all sorts of delicate on campbor produced in Japan (exclusive of questions of opening mails in transit to be con- Formosa). But the trade has now become sidered. The "Scharnhorst" fire and mail greatly depressed, showing a tendency to overdamage is one of the biggest things that has production, and it is feared the depression will happened to the Singapore Post Office for some continue so long as no change takes place in the markets of the world, while if the production of artificial camphor increases the From Singapore reports it appeared that the camphor trade of Japan will be greatly dress Hofer, against the French invaders.

## A NEW NOISELESS RIFLE

General, informed our representative that the Percy Mexim was tosted at New York on the Austrian arms—correct themselves with glory, events of 1900 is that of sending Chinese abroad damage done to the Hongkong mail was 12th air before the Society for the Prevention that of field-Marshal Radetzky in Italy in 1848. for educational purposes. After a period of of Cruelty to Animals, who are seeking a suitable weapon for the painless slaughter of cattle. The rifle is the standard Winchester bype of 32 calibre, with alterations chiefly in the barrel and reduced velocity. The inventor drove a bullet through a couple of old directories, the only perceptible sound heard being that of the trigger. Within the barrel is a muffling device for suppressing the sound of the explosion, and the gas from the powder escapes gradually, after defile by to the strains of national music some responsibilities which the Chinese Government the builet has been fired. Mr. Maxim is per- times as quaint and strange as the costumes has in connection with the Customs. The will give a demonstration of its powers before many different peoples whom the Emperor has Board of Education for training these young of the Connection by way of the Mexican isthmus an amount of a 270,285 for writing off on the the officials of the War Department. the officials of the War Department.

SIXTY YEARS AN EMPEROR.

Vienna, Friday, June 12. The Emperor Francis Joseph, who is on the verge of seventy-eight years of age, stood for three hours to-day on the royal stand in the famous Ringstrasse to witness the passage of the most imposing national pageant in history.

For most of the time the sun was broiling hot but the aged monarch seemed quite unconscious of the trying nature of his ordeal, and from beginning to end of the magnificent fivemile Historic procession which passed before him was as intensely interested as any of the balf-million persons whose privilege it was to be presente

The pageant, which was in celebration of the Emperor's sixty years' reign, had taken feeling on the part of the Chinese Government four months to prepare, and had cost £150,000. towards missionaries, and as a matter of fact It was on such an immense scale that the whole mission work is being carried on peacefully all oluding 4,000 horsemen. Many spectators paid £40, £60 and even £80 for seats facing the pavilion which accommodated the royal

families marched or rode in the procession in cannot always see the end, but that there is any the roles of their ancestors who had disting- hostility towards the missions is contrary nished themselves and won their historic to fact. titles as statesmen and generals hundreds of "There are two classes of missionaries in years ago. In many cases, too, they were the China-the Roman Catholics and the Proteshold were compelled to best a retrest in face of by Mr. T. W. Robertson, superintendent very armour and trappings of the time retrest in face of by Mr. T. W. Robertson, superintendent very armour and trappings of the time retrest in face of by Mr. T. W. Robertson, superintendent very armour and trappings of the time retrest in face of by Mr. T. W. Robertson, superintendent very armour and trappings of the time retrest in face of by Mr. T. W. Robertson, superintendent very armour and trappings of the time retrest in face of by Mr. T. W. Robertson, superintendent very armour and trappings of the time retrest in face of by Mr. T. W. Robertson, superintendent very armour and trappings of the time retrest in face of by Mr. T. W. Robertson, superintendent very armour and trappings of the time retrest in face of by Mr. T. W. Robertson, superintendent very armour and trappings of the time retrest in face of by Mr. T. W. Robertson, superintendent very armour and trappings of the time retrest in face of by Mr. T. W. Robertson, superintendent very armour and trappings of the time retrest in face of by Mr. T. W. Robertson, superintendent very armour and trappings of the time retrest in face of by Mr. T. W. Robertson, superintendent very armour and trappings of the time retrest in face of by Mr. T. W. Robertson, superintendent very armour and trappings of the time retrest in face of by Mr. T. W. Robertson, superintendent very armour and trappings of the time retrest to the time retrest in face of by Mr. T. W. Robertson, superintendent very armour and trappings of the time retrest in face of by Mr. T. W. Robertson, superintendent very armour and trappings of the time retrest to the time retr undisturbed in their family castles.

First came a group representing the founder of the Hapsburg dynasty, King Rudolph J. surrounded by the chivalry of his age. Most of the members of this group belonged to families which can trace their titles back to the time of Rudolph's reign at the and of the thirteenth century, and included Prince Auersperg. Prince Fuerstenberg. Prince Liechtenstein, Count Harrach, four Counts Khuenburg, and about forty other counts and barons whose families have proud distinction of being as old as the dynasty, the Austrian equivalent of the English "coming over with

King Rudolph, represented by Count Elis. carried his helmet in his hand and bowed to Francis Joseph as he passed, the monarch replying with a military salute to the greeting of his ancestor.

This group, like several of the others, afforded a remarkable study in med:seval armour. The knights were all on horseback. and armed with lance and sword, and their helms and shields were gay with the crests and esontcheons which are nowadays only emblazoned on the carriage panels of their

After King Budolph followed a living picture of an expedition of Vienmese citizens setting out to destroy one of the robber. barons' castles which were a terror to the countryside in the fourteenth cantury. The artillery of the period-great catapults to throw stone balls-the ballists, and the battering ram and a kind of movable redoubt on wheels, excited much interest as they rumbled slowly by.

Rudolph IV., called the Founder, formed the central figure of the next group. was fellowed by builders, masons, and penters in the dress of medeval burghers dragging a model of St. Stephan's Cathedral -which he founded, as well as the Vienna University and by a number of church dignitaries in gorgeous vestments.

A procession of twenty knights, with attendants squires, and pages, on their way to a tournament was portrayed in the fourth group. The next group represented a particularly interesting scene in Austrian history-the double marriage of two grandchildren of the Emperor Maximilian, which brought the crowns of Hungary and Bohemia to the house of

The aged Emperor Marilian and the King of Bohemia were carried by in litters, and the Kings of Poland and Hungary rode on horseback in gorgeous costumes. After them followed the youthful brides, twelve and ten years old, in a golden carriage, accompanied by other carriages full of Court ladies, represented by a number of ladies of the sristoracy, dressed in ancient

brocades and velvets. storms which the Austrian empire passed through in the sixteenth and seventeenth cen- only in certain parts that proper teachers and turies, came next. There was the first siege of proper books are to be found, but a real beginn-Vienns by the Turks, with a long column of landsknechts—the mercenaries of the time - will spread, for the Chinese are a very studious headed by Count Robert Salm, the descendant

of Count Niklas Salm, who organised the defence of the city. The picture of the second unduly pushed. Time must be given for natural Turkish investment of Vienna showed the triumphal entry of the Polish army under King whom I have already referred was once dis-Sobjeski into the city after his victory over the cussing the question of electricity with me, by scious of the Polish hoble families Luto- | ticity was very interesting, but significantly miraki, Potocki, Sapieha, Zamoiska, and others, remarked that even we had not got to the whose ancestors distinguished themselves in bottom of the subject yet. He added: 'W helping to roll back the tide of Turkish invasion | shall get to the bottom of the subject and teach which might otherwise have swamped all Central | you.' The same order of ideas still prevails,

The Thirty Years' War and the army of Prince. Eugene supplied picturesque motives for two other groups, in the latter of which Prince Otto Windischgraetz, the husband of the Emperor's granddaughter, role as an officer of Prince Eugene's staff. A heavy train of eighteenth century cannon which have been preserved in the military museum of Vienna gave a special touth of actuality to this group.

A picture of the time of Maria Theresa followed, in which Princess Windischgraetz. the Emperor's granddaughter, the Princesses Hohenlohe, Liechtenstein, Kinsky, and other ladies of the aristocracy, appeared as ladies of Maria Theresa's Court driving in old Court carriages to a fête at Schoenbrunn.

rising of the Tyroless under their leader, An- There are, however, some Japanese employed in Several hundred real Tyrolese peasants in number of Germans. In the imperial Customs national costume, armed with pitchforks, subjects of some fourteen or fifteen countries soythes, and axes, passed by, followed by the are employed, that is to say, representatives original wooden cannon bound with iron hoops, from every Treaty Power, about one half of the which was their only piece of artillery. . . Customs officials being British. Among the Another motive of the campaigne in which the changes which have been occasioned by the

formed the subject of the last of the historical study these young men return home able to groups. Count Joseph Radetsky took the speak a number of foreign languages, and part of his grandfather and was followed by a fifted for resonsible work in their own brilliant staff and long columns of troops, country in a way that was not possible dressed for t'e occasion in the uniforms of the before. It is naturally desired to see such men middle of last century, many of which were holding prominent positions in the Customs; taken from the museum at the Vienna Arsenal. but it is felt that, in addition to the valuable and longer part of the procession began to the Customs service is required in view of the held together in peace during his long reign, men for the higher positions of the Customs will have an effect upon the transportation of steamers and further charges:

CHINESE QUESTIONS. SIR ROBERT HART'S VIEWS.

Bir Robert Hart, shortly after his arrival in London, said, in a further interview with Reuter's representative, that owing to his official position there were naturally many questions connected with the Far East on which he did not feel free to express any opinion in public, he added, he had no objection to. discussing informally some of the questions connected with China which were attracting general attention.

When questioned as to his views on the impor-

tant question of foreign missionary enterprise in China, and particularly if he had any information on the reported intention of the Chinese Government to organise a Missionary Board for the purpose of regularising the position of mission-aries, Sir Robert Hart said: "I may state in the first place that I know of no unfriendly inner city of Vienna appeared to have been over the country without the apprehension of transformed into a vast theatre, which hun- danger of any special kind. Of course, wing dreds of thousands of spectators could watch to the nature of things, it is impossible to say cretion or outbreak of local feeling may cause some disturbance and, in cases of this sort, it is often quite impossible to apportion the exact responsibility. It is obvious that isolated events -- With regard to the situation created in the Austrian aristocrate of the most famous of this kind may occasion results of which one

were recognised by the Imperial Government in'a very special way. Their Bishops had red buttons and other honours conferred upon them. so that the recognition of the Roman Catholics by the Chinese Government is of a very com plete character. As regards the Protestant they have never sought the same official recognition nition, but perfer that they and their work should be treated by the people on their own merita. They are doing very excellent work I am Protestant myself, but I have very great admiration for the work being carried on the Roman Catholics who are much beloved the people. The Roman Catholic method of working is different from that pursued by the Protestant. The Roman Catholics, without endeavouring ( convert the adults, rather aim at getting hold of and training children. They are literally propagating Roman Catholi Christianity, which shows how with religion the best can be made of both worlds, and they are regarded with great love and veneration by their people.

"Generally speaking the attitude of Chinese towards the missions may be summed up in the remark made to me when I first went to China by Wen Hsiang, one of the greatest Chinese statesmen, who, in dispussing missionaries with me, said : "Instead of disliking your missionaries we like them, as they seek to make our people good. If they can make them better than they are we are grateful."

Turning next to the attitude of the Grinese Government with regard to opium smoking and the effects, -present and future, to the recent Imperial Edict against opinm, Sir Robert Hart

"I am quite sure that China really desires to see the use of opium stopped, but this is not so easy as it may appear to these who are not conversant with the subject, for the confirmed opium amoker will always seek means to indulge the habit. This is the real difficulty, and it is therefore obvious that time must be given to see how the Edict will work. That it will be effective in the end I am certain, but it will not stop smorking in the present generation. Generally speaking the provincial authorities are loyally working with the Central Government to carry out the provisions of the recent Ediet, and in this connection I should like to add China greatly appreciates the sympathy and assistance she is now receiving from the British Government in this matter. There are great financial difficulties to be overcome in the case of China as well as in that of India. The tendency of revenue generally in China during the past few years has been to increase, and the increased revenue from other goods will probably make up in a short time what is being lost on opium.

With regard to the introduction and spread of Western educational methods in the Empire, Sir Robert Hart said :

"A few years agu the old system of examinations was abolished by Imperial Edict, and Several military groups, representing the education on Western lines is now being attempted . Il over the country. It is, of course, ing has been made, and no doubt the movement people, and worship intellect more than brute force. But here again matters must not be development. The same Chinese statesman to. although I have not heard anyone else use such

an expression of prophetic determination." Referring to the question of extra-territoriality. Sir Robert Hart: said that the matter lay dormant for the present. "There are clauses, he said "in the existing treaties which provide that this matter shall be taken up when the time is ripe for it. So long, however, as Chinese laws are in their present condition extra-territoriality cannot well given up, but China is seeking to reform her laws and procedure so as to meet the new

in China, Sir Robert Hart said : "The events of 1900 brought about a great change in the country, and there has been a far as I am aware there are no British engaged | haul of rice amongst the plunder. The sixteenth group represented the famous in training either the Navy or the Army. connection with military schools, and also

Dealing with the employment of foreigners

A short pause ensued, and then the second training abroad real technical preparation for

### PASTEURIZED AMSTEL BEER.

USED IN HOSPITALS IN PREFERENCE TO ANY OTHER BOTTLED BEER SPECIALLY PASTEURIZED (INSTEAD OF BEING HIGHLY WHOLESOME. WITH PRESERVATIVES) FOR USE IN DOCTORED TROPICAL CLIMATES.

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Hongkoug, 14th July, 1908. service. In four or five years these should be

in a position to be admitted to the service so SPECIAL that as time goes on, the foreign element will gradually disappear. But, of course, during the currency of the loans the Customs service will remain much as it is now under an Inspector-General." Far East as the result of the awakening of

China and the new position of Japan, particular-

ly with regard to what is popularly called the

yellow peril," the Inspector General said:
"Frankly, I do not believe in what you call the 'yellow peril.' In my book I referred to the active part that China must take in the history of the world, and my object was to show that China should be treated with sympathy and consideration. One must ignore the fact that China has a great future before her, and when China becomes a world Power it will be al the pleasauter to realise that the attitude towards her was one of sympathy. For I do not see what can possibly prevent China from becoming a world Power. China has commenced reorganisation in all departments of life, but she cannot go quickly. The power will come slowly, but that it must come, later perhaps rather than sooner, is certain, and it is not very likely that this slow and gradual growth will change a friendly into an appressive Government. Japan has taken such a position in the world that she will probably be the leading Power in the East. Chica is much impressed with the successful way in which Japan has advanced during the last decade or two, and she is auxious to be as well organised as Japan. On the other hand, both Japan and China will be competing with the rest of the world very successfully in commer-

than they were before. On the question whether there is still any reperal anti-foreign feeling in China, Robert Hart said :

sial matters, and both will be in a better position

for their own defence against Western attacks

"There is no such thing as anti-foreign feeling in the country. It is always easy by the practice of injudicious methods to bring about local trouble, and the wonder is that there has been so little of it rather than that there

Turning to the question of British trade, the Inspector-General remarked :

the trade they already possessed, but in the and San Francisco. Much of the cotton will matter of the increased business this is very now be bauled by way of Galveston and sent by largely in the hands of new men. Germans the connecting lines. chiefly. I have heard people say that the British merchant is very conservative, and that his more to small traders then to big merchants. India, Sir Robert Hart said :

events of the last few years."

In conclusion, Sir Robert Hart said : vast Empire during the period since 1900 form perhaps the most interesting and extraordinary epoch of the many years I have spent in that

### SHIPPING NEWS.

LATEST STEAMER MOVEMENTS: The Ben Line str. Bencleuch from Antwerp, Middlesbro and London, left Singapore on th 15th inst. for this port.

The Indo-China str. Laisang from Calcutta and the Straits left Singapore for this port on the 15th inst. afternoon. A STRAMER WRECKED IN THE RED SEA.

The steamer "Norman Isles" ire m Bangkok has been wrecked off Nas-alula and plundered by Somalis. The captain and crew reached Aden on June 30th .- The "Norman Isles." a Norwegian vessel, registered at Tonsberg, is a steel screw steemer of 7,053 registered tonnage, and 2.190 nett tonnage. She has seen twelve years' service, having been built at Sunderland in 1896 by Mesers. W. Doxford and cons. Her owners are the Aktieselskabel Norman Isles Co., and her commander P. Sörensson. The dimensions of the "Norman Isles" are 341,2 feet in length, 45.6 breadth, and 24.7 depth. She left Manila on the 13th May last and arrived at Bangkok on the 20th of that month. She was on her way home when the disaster occurred, new order of procedure since that period. So and presumably, the Somalis have made a big CHINESE STEAMSHIP CONNECTION WITH

THE TEHUANTEPEC BAILWAY. Shipping paper :- The interesting announce-

shortly commence a new service between on account of limited demand in Java for Southern China and the port of Galvoston in Japaness coal causing freights to remain on a Tozer wa the route of the Tehnantepec Bail- very low level. The writing off on the feet is way. On the Pacific the Eng Hok Tong Com- proposed on the same basis as in the preceding pany will run a line of freight steamers between years while the balance of the charges for Hongkong and Salina Cruz, and the Wolvin establishment of fi 50,000 are entirely written off, steamship line will operate a connecting service and further fl.27, 00 are reserved for differences from Galveston and other Gulf ports to in exchange to compensate the loss in value of

Coatzocoalcos, the Atlantic terminal of the the assets in East Asia. The insurance fund trans-isthmian railway. The Eng Hok Tong, "own risk" left a profit of fi. 12,561, by which with the China Merchants' Steamship Company, has been operating a line for some time between is received for payment of unsetbled damages. Hongkong and Salina Cruz with chartered British vessels. The Wolvin Line is operated to new account. The profit and loss account by a Cleveland firm, and runs steamers from shows the following figures:-Profit on the Galveston to various ports. The establishment service, fl.464,286, from which is to be deducted

WERNER.

BARGAINS

RACHALS.

# PIANOS

12, QUEEN'S ROAD CENTRAL.

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CASH OR CREDIT.

Hongkong, 13th July, 1908,

cotton to South China from the Southern States a business now enjoyed to a great extent by the "British merchants have not lost anything of railways and connecting lines via Puget Sound.

THE MARINE INSURANCE MARKET. Recent allusions to the long experience of attitude is that of " If you like my goods take | certain underwriters in the market, a writer in them." while the German trader is more anxious | the Times states, has prompted inquiries as to\_ to flud out what is required and to adapt his the sort of conditions which prevailed when goods to the requirements of the prospective they started business. A comparison of the oustomer. Naturally the German gets more conditions existing, say, at the end of the clients. With regard to Japan, there are Japa- seventies with those obtaining to-day shows ness traders in a small way all over the country, such great changes to have occurred that it and they are making a bid for business in every | may be useful to set them down. Then Liverdirection. But at present this seems to apply pool was a great underwriting centre; to-day, except for agency business, its power is consi-As to the relations of China with Tibet and derably curtailed. Year by year more business the provisions of the Treaty recently signed in | has been attracted to London; the companies have had their full share, and the scone "I know that the Chinese Government has of Lloyd's has increased steadily and bandseriously in view the question of Tibet, and that somely, with the result of, or as an effect is considering arrangements for developing of, the development of powerful under-Tibet on commercial lines, and also for the writing syndicates. The foreign agency busiestablishment of a nostal system. In fact China | ness, originally exploited by Liverpool, has been means to do something in Tibet, where her posi- adopted and nurtured by the London comtion has been strengthened as a result of the panies, but, though to-day it forms an important part of the business of London and Liverpool. it is dearly bought. In all foreign centres there "It is, of course, quite impossible in the course | is so much scrambling for the meat that is going of a brief and informal conversation like this to | that when the joint it seemed there is found to give an adequate ides of my impression of over | be scarcely anything on the bone. Indeed, the fifty years of China. I would only say that the | problems which confront campany directors and changes that have been brought about in that managers do not seem simple of solution. On the one hand they are faced by severe competition on the other by heavy expenses. With these conditions before them it is the opinion of underwriters well tried and experienced in their profession that the men who are to conduct the company business in the future will need to be exceptionally clever and well trained. But it is difficult to see how these conditions can be fulfilled since the offices to-day lack the power they once possessed of drawing the best men away from Lloyd's. It may also well be asked if they are making every endeavour to train the men whom they have and upon whose skill so much depends in the future.

JAVA-CHINA-JAPAN. LINE. The following details are derived from the annual report of the Java-China Japan Line :--In the preeding year 15 voyages were performed on the contracted route; eight voyages from Java to Japan and back, and one voyage from Java to China and back via Saigon. The results of the working have not been remunerative, principally owing to the low rates of freight and the abundant offers of shipping. especially from the Japanese side. Another factor was the depressed economic condition of Japan and the bad condition of trade in China owing to the considerable fluctuations, of the dollar exchange, which was an enormous obstacle to business, and, moreover the low rate of exchange necessitates the reserve of a large part of the profit. The high prices, for coal increase the working charges, and finally heavy expenses were required by rep irs to the boilers of the steamer Tjilstjap, which The following extract is from a London was withdrawn from the service during a considerable time. The carriage on the ment is made that an enterprising Chinese outward voyages increased, so that several Steamship Company, known as the Eng Hok steamers had to be taken up on charter, but little Tong Steamship Company of Hongkong, will cargo was to be obtained for the home voyages the insurance fund is increased, of which fi.750 The balance of the profit, fl.1,8 9, will be carried

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## NEW ADVERTISEMENTS

NOTICE.

N. MOALLE & COMPANY, LTD.

T A MEETING OF SHARE. HOLDERS held at Amoy on 8th inst., it was resolved that the Company be YOLUNTARILY WOUND UP, and that MR. G. W. BARTON is Appointed LIQUIDATOR. Amoy, 9th July, 1908,-

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TOUSE of not less than 7 ROOMS, on Upper Level,

Apply to-Box 105, Care of " Dally Press." Office. Hongkong, 17th July, 1908.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FROM CALCUTTA, PENANG AND

SINGAPORE.

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"KUTSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 18th July, will be landed at Consigner's risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD. General Managers. Hongkong, 16th July, 1908. NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN M .IL LINE.

NOTICE TO CONSIGNEES.

"SCHARNHORST.

### FIE Steamship

having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godowns, whence delivers may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be

subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 9.50 A.M. 'All Claims must reach as before the 26th inst, or they will not be retognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned. NORDDEUTSCHER LLOYD. MELCHERS & Co.,

Agents. Hongkong, 16th July, 1908.

NOTICE TO CONSIGNEES.

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### "BYRIA." FROM ANTWERP, LONDON, MALTA,

PORTSAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named ressel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hougkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary within

Goods not cleared by the 22nd July, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent. Hongkong, 16th July, 1908.

AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO. PENANG AND SINGAPORE.

THE Company's Steamship

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Venice ex s.s. "Metcovich," transhipped at Trieste. Trieste ex .s.s: "Koerber," transhipped at Bombay.

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notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be Noon on the 23rd inst., or they will not be recognised.

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The TRANSFER BOUKS of the Company will be CLOSED from WEDNESDAY the 22nd inst., to WEDNESDAY the 29th inst. (both days inclusive), during which period no transfer of shares can be registered. By Order of the Board of Directors,

A. SHELTON HOOPER, Hongkong 15th July, 1908.

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Secretary to the HONGKONG LAND INVESTMENT AND AGENCY Co., LD., General Agents for the WEST POINT BUILDING Co., LD. Hongkong, 15th July, 1908.

### INTIMATIONS



CHOLERA

WING to the prevalence of Cholers in Canton and the surrounding district, the public are hereby WARNED of the danger of eating uncooked fruit and vegetables. Under-ripe or over-ripe fruit tends to cause Diarrhosa which predisposes to Cholera. The public are further informed that the boiling of milk or water prevents any risk of

infection from these sources. C. McI. MESSER. Head of the Sanitary Department. Hongkong, 15th July, 1908.

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Hongkong, 13th July, 1908.

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ESTABLISHED 1863.

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JOHN ARMSTRONG. Manager. Hongkong, 14th May, 1908.



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## SCOTCH WHISKY

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PRIVATE BOARD AND RESI DENCE imagined, Lai got no sleep. During the early he was kept in his bed, not being allowed to MES GILL LANDERS

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722 fest. Extremo Length ... ... ... Width of Entrance on Top Width of Entrance on Bottom... 881. Water on Blooks of Spring Tide 341. DOUK\_No. 1. Extreme Length ... . ... ... Langth on Blocks ... 518 .. Width of Entrance on Top Width of Entrance on Bottom ... 77 "

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### KIDNAPPED.

The following story of a Queen's College lad's experience is related in the July number of the College Magazine:-

Lai Sui-kai is now in Class II B. At the last Annual Examination, he got a good place in III C, and thus earned, and was given, promotion just before leaving this Colony for his holidays. He little thought, when he had his last glimpse of the College buildings, as his steamer slowly churned her way down the crowded harbour, that he would have to go through the extraordinary adventure here recorded, before he could actually take his place in his new Class. The facts that we are about to narrate were taken down from Lai's own statements.

Lui-pin-fong is a village of some six or seven hundred people in the district of Ho-tong, and about four li from Rong-mi, in Ban-ui. The whole locality is agricultural, and, as is usual in | Save Life!] the country, particularly so in the winter months, people retire early. It was in Lui-pinfong that Lai was spending his New Year holidays. His parents house is rather isolated. On the 8th of the first Chinese month [i.c. February 9th] Lui's father was detained in Hongkong in connection with business. and the people actually in the house an slarm, they departed, taking Lai with them, ation. They kept the terror of death constantly really led up to Lai's ultimate rescue. but telling his sobbing relatives they would release him on the outskirts of the village, This however was not what they did: for, when they reached the open country outside the vil. on the appearance of the soldiery, they would, lage, they informed Lai that they would only they said, put a bullet through his head. The set him free again for a heavy ransom. They knew that the boy's father was a fairly well to- of detention varied; sometimes there were four, do morchant in Hongkong, and they were at others only one or two. When the soldiers determined to make him pay heavily for his cotually appeared, only the robber leader was

They had extinguished their torches and cast them aside, as soon as they left the fewer than four separate houses. The house, and with Lai in their midst moved was a delapidated building, where swiftly and noiselessly across country to Kong. was surrounded by the entire band, his stay mi, a place some four li of. They had to food there was only for three days. He was then a small river to do this. Having reached moved to an ordinary dwelling house in the their rendezvous in Kong mi, they put a chain same village, owned by a middle aged cripple, about Lai's ankles, and bound his wrists with who, although not an actual robber, was evidently ropes. It must have been between two and a confederate, for he was charged with Lai's three a.m. when they reached their destination. sale custody. Lui was in this man's keeping For the rest of the night, as can easily be for nine days, during the whole of which time

rifles, and the single robber then on guard fled finally moved to a broken down, ramshackle old guessing at once how matters stood, but ture was so little, that Lai was called upon to mistaken for one of the band, called out his recapture was effected. The long confineas lustily as his weakened condition would mont; and the rigorous exclusion from all outpermit: Kau meng! Kau meng! [Save Life! side communication had by this time reduced

into the dwelling. They demanded all the ready building where Lai had been last confined was studies. plundered the house, damaging and ransacking had so enfeebled Lai, that a month's nursing.

who should attempt to raise : Lat however, gave them the minimum inform- out true, it was this chance information which before him, telling him that even in the remote contingency of Provincial soldiers being sent to effect his recapture, he would not escape, for, number of men present in the different houses

During his confinement, Lai lived in

morning he was given a meal, after which he | walk h single step. The man's crippled | Mr. Brinton said it would be well if people was called upon to write a dictated letter to his | condition was pessibly the cause of this close | could only be got to realise the urgent necessity father in Hongkong, telling him 3 his plight, confinement. Lai was afterwards taken to of the question, for the state of trade was now and stating in the most meter of fact manner another small house not far off, owned by the very serious indeed, and he was afraid there that, unless he were ransomed within a certain robber c'ief, and here he was kept for close would be a great deal of unemployment next reasonable time, he would be put to death. A upon five weeks. His movements were not winter. sum of \$15,000 was first demanded; but when this quite so restricted: he was allowed to walk and other smaller sums failed to elicit a satisfac- | round the room with his feet free and his hands tory response, the amount asked for was reduced unb und, for about half an hour after each meal, to \$700. In all, some ten such threatening during which period he was very narrowly letters were despatched. The father, after watched after this brief time of freedom, his prolonged negotiation; agreed to pay \$700 on hands and feet were again shackled. He was the 26th of the second moon. But, on the not once shaved during the whole period, so morning of that day, a company of some forty | that his personal appearance at the end, was not Chinese soldiers came up and rescue. Lai from very prepossessing. The dull monotony of his the clutches of the desperadoes. Appronounce days was varied by frequent soldings, although the house soon after daybreak, they fired their of the last of the last of the daybreak, they fired their of the last of th from the back, and got away uninjured. Lai shop, still in the same vinny, where the furninot daring to budge lest he should be sleep on the floor. It was from this house that

Lai to a truly pitiable state, and he began to He had been held captive forty-eight days, despair of ever seeing his family again. It master of the University Draghounds at Oxford. during which time he had been given two good seeds that this particular robber band is He is now living at Taplow Court, surrounded meals a day. He had also been allowed to wash notorious, and that they have put to death by trophies of his explaits. Lord Desborough his face and hands once each day; but he had more than one of those they have held for has shot something like 500 stags ... Ecotland had no regular ba h, and his clothes had been ransom. This gruesome information was alone. After describing the souvenirs of the absolutely unchanged during the whole period. detailed to Lai in as vivid a manner as chase, the writer says .- Emeath were the foils His state is more easily imagined than described. possible. When discovered, Lai was quite which "young dare devil Grenfells won at When he was discovered, he was unable to unable to walk; his legs were swollen, and he Harrow and Oxford, and the wespons which walk, so effective had his confinement been. A was in a statu of prostration, physical and secured him the Epec fencing prize at the four, a young sister, a sister-in-law with soldier however, took him on his shoulders to medial, closely approaching collapse. Meantime military tournamen s in 1904 and 1959, as two children aged six and three respectively their boat, and thence, by steam launch, to Chan his family had moved en masse from the village well as those he bore with distinction in Ta'un to see the local Hip-toi (Deputy Lieuton. to Canton, where they were overjoyed to see him three international contests - at Paris, London,

money available. Then, they set to work and razed by the soldiers. The rigid confinement | Lai's father paid the soldiers about \$350 for | honour a member of two Harrow cricket their work of rescue. He was, it appears, quite | elevens, and afterwards of the Oxford crew which wherever they thought there was likellyhood of and rest were needed to restore his strength, well known in Kong-mi where he was detained rowed the famous dead heat which Cambridge in anything being stowed away. In this manner, and to give him the full and free use of so long; but, as his movements from one house they collected money, clithes, and personal his lower limbs. He returned to School on to another had always taken place very late at ornaments, to the value of over \$1000. The the 1st of May; but even now [mid-May], night and in native villages no one but robbers women and children were terror-stricken and says he feels the effects of his severe and wild beasts are encountered out of doors. in tears, for it is well-known that men of this treatment. At times, the men struck him between sunset and sourise he had never stamp ere utterly call us and devoid of all with sticks, saying that he was giving been seen, and his presence there was known feeling; they think nothing of taking human them untruthful and misleading information only to the robbers. A petty thiof had been life on the very slightest provocation. Their concerning the wealth of his father. They caught by soldiers, and this man had guessed visit lasted about an hour. When they knew that the latter was in business in where Lai was confined owing to the movements. had gathered everything that was at all the Nam Pak hong in Hongkong. They wanted of the robber chief. He communicated his worth carrying off, having uttered the to know how many shops he had engaged in suspicions to the authorities and was promised most horrible threats of instant death to business, and what house property he owned, his own liberty if what he had said should turn

### FIREFLOATS AT SHANGHAI.

For seaport and riverside towns finating steam fire engines form most adequate and powerful means of coping with large conflagra. 255,000. The opening ceremony will begin with have left the Gedowns, and all Goods remaining tions. The Shanghai Harbour Board has had a grand procession of two thousand athletes, undelivered after the 17th inst., will be subject a Merryweather firefloat in service for the past who are all to be housed in London, and excursix years, and in view of the enormous quantity sions—are being arranged for them as All Claims against the Steamer must be pre-of shipping and property at risk, is putting far afield as Windsor Castle, Oxford sented to the Undersigned on or before the 21th into service a second vessel of this description, and Cambridge. America and Sweden are just, or they will not be recognized. Sons, of London, and has just been shipped to sthistic scrivity. its destination. It includes a quick steaming boiler of the fire engine type, a double cylin. Desborough says, is something more than an der vertical propelling engine, with single international athletic rivalry. It is hoped that screw, to give a speed of 9 to 10 knots, and a powerful double cylinder fire pump of the firm's of friendship may be promoted between counpatent Admiralty "Greenwich" pattern, capable of delivering 1,500 gallons per minute. discharging through a monitor in one large stream, or through two d livery heads, each with three outlets, in the event of a number of jets being required. Arrangements are also made whereby the pump can be employed for salvage operations. Feed pump, feed heater, donkey pump, and all necessary piping for connecting the various parts of the machinery, are also included, all complete and ready for fitting up on board. The boiler can raise steam to working pressure in about ten minutes from cold water, but this time will be lessened by the employment of a boiler heater, by means of which the water in the woller will always e kept hot. The vessel should prove a valuable asset to Shanghai's fire-fighting plaut.

CONSULS AND BRITISH FOREIGN TRADE.

At a recent meeting of the Kidderminster Chamber of Commerce Mr. John Brinton called attention to the great loss to, British trade which resulted from the trading interests of this country not being sufficiently looked after by our Consula in foreign countries, and said it was high time the Chambers of Commerce and traders generally raised such a vigorous movement on the question that something would be done by the Government to remedy a state ofthings which was most prejudicial to British trade. He had been looking into the matter, particularly with regard to Turkey, and found that inefficient representation of British interests there was resulting in a diminishing trade. and the annual report of the Ridderminster Chamber of Commerce which had just been issued lucidentally referred to the same sort of thingtaking place in other countries. It was of supreme importance that Great Britain should be well represented commercially, and her interests most zealously looked-after in all countries, especially as she had under the present fiscal system, to make a present of a great deal of her trade to foreigners, who insisted on every barrier being raised against the admission of British goods into their countries. He was an old disciple of Cobden, but they had found out what a most unfortunate mistake Cobien made and how the policy he advocated had been sadly used against them. He suggested that they should get other Chambers to join with them in urging the Government to appoint TM inister of Commerce, who would take charge of the Consuls and foreign trade representatives, and see that they did their duty to British trade. It was more than strange that a manufacturing country should have been so long without a Minister of Commerce, and if there was money enough for millions to be thrown away on old age pensions, surely the amount necessary for Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p. the payment of a competent Minister of Com- Lieut-Comdr. Alan Dixon, Yangtsze merce could be found.

the payment of a competent Minister of Com-The President (Councilor Johnson) said the resolution of the Associated Chambers of Commerce in favour of a Minister of Commerce had become a hardy annual. He agreed with all Mr. Brinton had said as to the importance of British trade being properly represented in foreign countries. In the last 20 years they had lest 70 per cent of their trade with Turkey. it was declining. He could get no help at all from the British officials, but when he went to the German officials (and Germany was supplanting England in trade matters in Turkey to a large extent) he got all the help he wanted, and a lot of trade as a result.

The following resolution was unanimously adopted: "That the Chamber is strongly of opinion that the time i as come, in the interests of trade, for the establishment of a Minister of Commerce, and this Chamber ask other Chambers to support them in a memorial to the Prime Minister on the subject,"

THE OLYMPIC GAMES IN LONDON.

LORD DESBOROUGH AND HIS EXPLOITS.

Fry's Mayazine for April contained a sketch of the man behind the Olympic games. Lord Desborough, president of the British Olympia Association, has been described, says Mr. A. Wallis Myers, as-a sportsman who, "with the skill of a D'Artagnan unites the strength of a Perthos, the heart of an Athos, and the body of an Englishman." The writer might perhaps have added "the enthusiasm of a a Santos Dumont and the strenuous endeavour of a

Lord Desborough succeeded Cecil Rhodes as About midnight, after moonset, the entire household was suddenly wakened by unusual chieff for purposes of examination and enquiry. He was released on the 26th of the second college photographs, especially noteworthy in noises. A band of from sixteen to twenty men, he was escorted home by a small passe of soldiers. month; but a period of close upon five weeks this instance, for among other things, they armed with repeating rifles, revolvers, and Before leaving that au the part of Kong-mi rest and treatment were required before reminded one that Lord Desborough was presid. at Current Rates. swords, and carrying smoking torches, broke in which the robber's house was situated, the he was sufficiently well to return to his ent both of the Oxford University Athletic Club

> This great athlete climbed the Matterhorn, Monte Ross, and the Rothborn in sight days, he has twice swum across the Niagara below the falls, he is a great padestrian, and quite recently he walked fifty miles in one day. In Taplow. Court there is a case containing one scale from each of a hundred tarpon which he caught in a three weeks expedition in Florida. On each scale is written the weight of the fish from which it was taken, the biggest baring weighed 1821be.

Lord Desborough said that the cycle track, that all Goods are being landed at their outside the running path, would be one of the risk linto the hazardous and/or extra finest ever constructed. On one side a swim hazardous Godowns of the Hongkong and ming-pond has been censtructed, and the centre | Kowloon Wharf and Godown Company. of the pond has been exercated to a depth of Ltd., whence and/or from the wharves delivery 12ft. 6in. in order to allow for high diving. The | may be obtained. total expenses of the Stadium will exceed No Claims will be admitted after, the Goods been constructed by Messrs. Merry weather & souted by leading amateurs in every branch of

The ideal of the Olympic games, Lord by these quadrennial gatherings a spirit of tries which otherwise would see little of each

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns 3000 h.p., Comdr. C. T. Fuller, Weihaiwei Astraea, 2nd class cruiser 4360 tons, 10 guns, 7000 i.h.n., Captain F. E. C. Rvan. Weihsiwei Bedford, British cruiser, Capt. S. E. Erskine,

R.N., Weinsiwei Bramble, gunboat, 710 tons, 900 i.h.p. Lieut. Comdr. Hon. R. O. D. Bridgeman, Hong.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. F. B. Noble, Yaugisze Cadmus, British sloop, 1070 tona, Comdr. B. L. Majendie, Weihaiwei

Clio, British sloop, 1979 tons, Comdr. C. D S. Raikes, Shanghai Fame, torpedo-boat destroyer, 310 tons, guns, 5700 h.p., Lieut-Comdr. Gresson,

Flora, 2nd class craiser, 4360 tons, 10 guas, 7000 i.h.p., Capt. Roland Nugent, en route Handy, torpedo-boat destroyer 295 tons, 6 guns,

4000 h.p., Lieut, Comdr. W. H. Darwall, Weihaiwei Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. C. Dickens, Weihaiwei Janua, torpedo-boat destroyer, 320 tons, 6 guns,

3900 h.p., Lt. Comdr. C. A. Freemantle. Kent, armoured, 9800, tons, 14 guns, 22000 h.p., Capt. G. C. A. Marescaux, Weihaiwei King Alfred, British craiser, Flag ship of Vice Admiral the Hon. Sir Hedworth

Lambton, Commander in Chief, 14100 tons, Capt. L. Clinton-Baker, Weihaiwei Kinsha, river gunboat, 616 tons, Lieut.-Comdr. . Sidney, H. Tennyson, Yangtsze Merlin, surveying ship, 1090, tons, 6 guns, 1400 i.h.p. Comdr. F. H. Walter, Jesaelton

Monmonth, cruiser, 9800 tons, Capt. G. W. Smith, en route Weihaiwei Moorhen, river gnnboat, 180 tons, 2 gans, Lieut.-Comdr. C. C. Walcott, West River Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. R. S. Roy, R.N., Yangtsze

Ottor, torpedo boat destroyer, 385 tons, 6 guns, 6300 i.h.p., Paid off Robin, river gunbost, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. J. White, West River Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. H. R. Tickell, Hong-

Taku, torpedo boat destroyer, Bosn. Strath. Hongkong -

Tamar, receiving ship, 4600 tons 6 guns, Commodore Stokes, Hongkong Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfrey, Yangtaze Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. T. Attlay, Hongkong Virago, terpedo-bost destroyer, 395 tons, 6 guns,

Coo II v II oro Comdr. Stovenson Waterwitch, surveying ship, 620 tons, 450 i.b.p. Lieut. Comdr. H. P. Douglas, Port Swet-Whiting, torpede-boat destroyer, 360 tons, 3

guns; 5,900 h.h., Lieut. Comdr. J. Kiddle, Widgeon, gunboat 195, tons, 2 guns, 800 h.p.

Lt Comdr. John F. Knox, Yangtsze Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. -Lieut-Comdr. H. R. V. Cottrell Dormer, Yangtsze.

Woodlark gunboat, 150 tons, 2 guns, 550 h.p., Lieut-Comdr. G. R. Livingstone, Yangtsze Press" Office

### INSURANCES

ATORTH BRITISH AND MERCAN-TILE INSURANCE COMPANY. TOTAL FUNDS AT 31 ST DECEMBER, 1905 £17,837,119.

AUTHORISHD CAPITAL. #3,000,000 SUBSCRIBED CAPITAL 2,750,000 PAID-UP CAPITAL ..... 687,500 0 

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS spairst FIRE at Current Rates. ... SHEWAN, TOMES & CO.,

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

Hougkong, 27th April, 1907. 1019

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Bates,

CARLOWITZ & Co. Hongkong, 13th August 1906

AACTEN AND MUNIOH FIRE IN SURANCE CO. OF AIX LA-CHAPELLE,

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE

REUTER, BROCKELMANN & CO., Houghong, 21st April, 1897.

### NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIG." FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

Speaking of the prospectat Shepherd's Bush, INONSIGNEES of Cargoare hereby informed

The hull is being built at Shanghai, and the each sending over a hundred picked. All broken, chafed, and damaged Goods are entire machinery for fitting up on board has men, and every civilised nation will be repre- to be left in the Godowns, where they will be examined on the 17th inst., at 11 A.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents. Hongkong, 10th July, 1908.

NATAL LINE OF STEAMERS

THE Uniersigned GENERAL AGENTS in China and Japan for the above Lin are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Indo-CHINA-STRAM NAVIGATION Co.'S fortnightly. prvice hence to CALCUTTA. Sailings from JALOUTTA for CAPE PORTS every fortnight For Freight and further particulars. apply to

DODWELL & CO., LIMITED General Agents for China and Japan Hongkong, 4th August, 1898.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISIRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907.



SANG MOW. RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTERS & LONG CHAIRE BAMBOO BLINDS, MATTINGS in all colours on Sale;

All Orders receive prempt attention. 59A. QUEEN'S ROAD CENTRAL. HONGKONG. Hongkong, 20th; Wabrusry, 1908.

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LEDGERS & ACCOUNT BOOKS MADE TO ORDER

PERIODICALS BOUND AND BOOKS OF ALL KINDS REBOUND IN THE BEST MATERIALS.

Estimates furnished on Application to the Printing Department "Hongkong DAILY





Hongkong, 17th July, 1908.

# NOTICE.



EUBLIC ATTENTION is drawn to the fact that at the present time many bran la of CONDENSED MILK are being offered for sale bearing labels so nearly representing that of the original "EAGLE" brand Milk manufactured solely by BORDEN'S CONDENSED MILK CO., of New York, as are calculated to deceive the purchasers of the real article.

"As an additional protection, all purchasers of BORDEN'S "EAGLE" BRAND MILK are requested to note that every tie of same bears the signature of GAIL BORDEN, the -original minuracturer, on the label, bounders bauge, bita vo dien de enviable reputation of being the milk par excellence and without a rival in point of viof quality and purity.

Owing to Borden's special and exclusive process of manufactura both their EAGLE" and "GOLD SEAL" Brands are specially recommended for use, in tropical climates, they being guaranteed to keep better than any other Condensed Milk offered to "the public.

> For Borden's Condensed Milk Co., CONNELL BROS. COMPANY,

Sole Representatives in Hongkong.

### SHIPPING.

ARRIVALS. CEOXBANG, British str., 16th July-Canton. DRUFAR, Norwegian str , 16th July-Canton. FEI, Norwegian str., 860, C. Wagle, 16th July
-- Saigon 11th July, Rice and General-Aagaard, Thoreson & Co. HELENE, German str., .771, J. Jessen, 16th

July-Swatow 15th July, Rice and Sugar -Jebsen & Co. ICHANG, British etr., 1,221, L. Jones, 15th July-Newchwang and Chefoe 9th July, General-Butterfield & Swire.

KIUHIANG, British str., 1,228, Wavell, 16th July-Shanghai 12th July, General-Batterfield & Swire, KUTSANG, British str., -9,110, Bradley, 218th July-Calcutta and Singapore 10th July, General-Jardine, Matheson & Co.

LUCHOW, British str., 16th July-Canton. MEEFOO, Chinese str., 1.339, J. MacArthur, 16th July-Shanghai 13th July, General -Chinese. PAKLAT, German str., 1,017. J Wenzel, 16th July-Bangkok 9th July, Rice and Wood

-Butterfield & Swire. SEIBSTAD, Norwegian str., 612, S. Tenanger, 16th July-Bangkok 8th July, Rice and General-Gibb, Livingston & Co. Solstan, Norwegian str., 872, Melson, 16th

July-Haiphong 14th July, Rice & General -A. R. Marty. SILESIA, Austrian str., 3,349, Radonicich, 16th July-Triesto 27th May, and Singapore 10th July, General-Sander, Wieler & Co. BYRIA, British str., 4,191, D. C. Gregor, B.N.R., 16th July-London 6th Jane, & Singapore

TAISHAN, British str., 1,276, Laing, 16th July -Saigon 12th July, Rice and Meal-WOBANG, British str., 1,127, F. L. G. Hurrey, 16th July - Wuhu 12th July, Rice-Jardine Matheson & Co.

11th July, Various -P. & O. S. N. Co.

CLEARANCES AT THE HARROUR MASTER'S OFFICE. Carnaryonshire, British str. for Kohsichang.

Johanne, German str., for Swatow. Rweilin, British str., for Shaughai Meefoo, Chinese str., for Canton. Moyune, British str., for Singapore. Orange Branch, British str., for Moji. Proteus, Norwagian structor Saigon. Scharnhors! German str., for Changhal. Titan, British str., for Manila. Tjimahi, Dutch str., for Batavia. Tjipanas, Dutch str., for Moji.

DEPARTURES. 16th July. BENJAMIN CONSTANT, Brazilian men-of-war

for Singapore. CHIHLI, British str., for Haiphong. CYCLOPS British str., for Keelung and Japan. GLENOGLE, British str; for Amoy. HANOI, French str., for Haiphong. KWANGSE, British str., for Canton, MONMOUTH, British eruiser, for Weihaiwei,-PRINE WALDEMAR, German str., for Sydney. OUINTA, German str. for Seigen, SHANSI, British str., for Canton. SHANTUNG, German str., for Hollow. YOCHOW, British str., for Amoy. ZWEENA British str., for Batavia.

SHIPPING REPORTS. The British str. Kutsang reports: Moderale S. W. mousoon and fine weather. The British str. Ichang reports: Moderate S. W. monsoon weather from Heishans to port

VESSELS IN DOCK. ABBEDUM DOCKS .--ROWLOOM DOCKS-Sorsogon, Fiume, Courtfield. Cranley, Kutharine Park, Hoiching.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

COSMOPOLITAN DOCKS .- Mortlake,

FOR SWATOW, AMOY AND FOOCHOW:

HE Company's Steamship

Lightning, Locksun.

Captain Rosob, will be despatched for the above Ports TO-DAY, the 17th inst., at 2 P.M. A reduction of 20 per cent. on First. Class Fares to Foochow, will be made during the Months of July, August and September. For Freight or Passage apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 14th July, 1908. FOR SINGAPORE, PENANG AND CALCUTTA.

HE Steamship

"LIGHTNING." Captain A. E. Gentles, will be despatched for the above ports TO-MORROW, the 18th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., L.TD., Agents. Hongkong, 16th July, 1908.

REGULAR STEAMSHIP SERVICE WITH LIBERTY TO CALL AT MALABAR COAST):

FOR BOSTON AND NEW YORK. S.S. "SURUGA" ... 18th July. For Freight and further information, apply to DODWELL & CO., LD., Agents.

PROPOSED SAILINGS FROM HONGKONG.

Hon kong, 29th June, 1908 AUSTRIAN LLOYD'S STEAM NAV:-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, BUEZ and FULL SAID.

Taking Cargo at theoreh rates to the BRAZILA to PERSIAN-GELF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIS

THE Company's Steamship

"NIPPON." Capt. T. Tarabochia, will be despatched as above on er about the 25th July. This steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freigh

apply to SANDER, WIELER & Co., Agents, Princes Buildings. Hongkong, 26th June, 1908.

### ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four destions comment ing from Green Island. Vessels anchoring nearest Kowloon are marked ik nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting she section:

1. From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

| '       |   |  |  |                                   |   |   | 12  |
|---------|---|--|--|-----------------------------------|---|---|-----|
|         | DESTINATION   | vessel's names                         | FLAG & BIG BERT                          | M CAPTAIN                         | FOR FREIGHT APPLY 70                      | TO BE DESPATORED                                      |     |
| 1.11    |   |  |  |                                   |   |   | c   |
|         | LONDON &C., VIA USUAL PORTS OF CALL   | DEVANHA                                | Brit, str.                               | T. H. Hide, B.N.R.                | P. & O. S. N. Co.                         | On 25th inst., at Noon.                               | P   |
| 1       | LONDON & ANTWERP VIA SUEZ CANAL   | GLENSTRAE                              | Brit. str k, w                           | J. Macgillivray                   | McGregor Bros. & Gow                      | On 1st August.<br>On 26th inst.                       | f   |
| h       | HAVRE & HAMBURG VIA STRAITS, &c HAVRE & HAMBURG VIA STRAITS, &c                     | BAKONIA                                | Ger. str k.w                             | Habel                             | HAMBURG-AMERIKA LINIE                     | On 9th August.<br>On 23rd August.                     | d   |
| ,<br>F. | HAVRE & HAMBURG VIA STRAITS, &c   | SILVIA                                 | Ger. str k. w                            | Peter                             | Hamburg-Amerika Lints                     | On 6th September.                                     | ,   |
| ď       | HARVE & HAMBURG VIA STRAITS; &c MARSEILLES, &c., VIA PORTS OF CALL                  | CALEDONIEN                             | Ger. str k. w                            | Lemonnier                         | MESSAGERIES MARITIMES                     | On 20th September.<br>On 21st inst., at 1 P.M.        | 716 |
| h       | Marseilles, London & Antwerp via Singapore, &c.                                     | Sado Maru                              | Brit. str                                | W. R. Hickey                      |   | On 22nd inst., at D'light<br>On 20th inst., at 5 P.M. |     |
|         | MARSEILLES, ANTWERP & HAMBURG &c.<br>MABSEILLES, LONDON & ANTWERP VIA SINGAPORN, &c | C. FBRD. LABISZ                        | Ger. str. k. w<br>Jap. str               |                                   | HAMBURG-AMBRIKA LINIE NIPPON YUSEN KAISHA | About 30th inst. On 5th Aug., at D'light              | 1   |
| h<br>B  | MARSEILLES, HAVRE & COPENHAGEN  | CATHAY                                 | Dan. str k. w                            | (*********************            | Мессивея & Со.                            | Middle of September.  About Middle of Sept.           | 1   |
| 0,      | GENOA, MARSHILLES, LONDON, &c., VIA SINGAPORE &c.                                   | KAMO MARU                              | Jap. str                                 | F. L. Commer                      | NIPPON YUSEN KAISHA                       | On 12th Aug., at D'light<br>About 25th inst.          | L   |
| Ð       | NEW YORK VIA PORTS & SUEZ CANAL   | NIPPON<br>MONTFOSE                     | Ans. str                                 | E. Tarabochia                     | SHEWAN TOMES & Co                         | On 11th August.                                       |     |
| y       | BOSTON & NEW YORK VIA PORTS & SUEZ CANAL<br>BOSTON & NEW YORK                       | SUBUGA                                 | Brit. str                                |                                   | STANDARD OIL CO                           | About 27th inst. To-morrow.                           |     |
|         | VANCOUVER VIA BHANGHAI JAPAN, &c  | EMPRESS OF CHINA                       | Brit. str 2 m                            |                                   | CANADIAN PACIFIC B. Co                    | On 25th inst., at 4 P.M.<br>On 8th Aug., at Noon.     |     |
| -       | VICTORIA, B.C., & SEATTLE, WASH., &c  | SUVERIC                                | Jap. str —                               | W. Shotton                        | DODWELL & Co., LTD.                       | On 21st inst, at 4 P.M.<br>On 23rd inst.              | 7   |
|         | VICTORIA, B.C., & SEATTLE, WASH., &c AUSTRALIAN PORTS VIA TIMOR PORT DARWIN         | ARI MARU                               | Jap. str                                 | M. Yagi<br>P. T. Heims            | NIPPON YUSUN KAISHA                       | On 21st inst., at Noon.                               |     |
| r       | AUSTRALIAN PORTS VIA MANILA   | TAIYUAN                                | Brit. str 1 m                            |                                   | BUTTERFIELD & SWIRE                       | On 3rd Aug., at 4 P.M.<br>On 7th Aug., at Noon.       | 4   |
| 11.     | AUSTRALIAN PORTS VIA MANILA   | YAWATA MARU                            |  | K. Homma                          | NIPPON YUSEN KAISHA                       | On 4th Sept., at Noon.<br>On 18th inst., at 4 P.M.    |     |
|         | KOBE AND YOKOHAMA   | AWA MARU                               | Jap, str                                 | A. Keith                          | NIPPEN YUSEN KAISHA                       | On 24th inst, P.M.                                    | -   |
|         | NAGASAKI, KOBE & YOKOHAMA   | TAWATA MABU                            | Jap: str  —<br>  Dut. str  —             | H. Koops                          | JAVA-CHINA-JAPAN LIJN                     | On 5th Aug., at Noon. Quick despatch.                 | - 2 |
|         | CHINGWANGTAO, JAPAN, AMERICA, &c  | OHOYSANG                               | Fren.etr                                 | Sandback                          | JARDINE, MATHESON & Co., LD.              | On 25th inst. To-day, at Noon.                        |     |
| e e     | SHANGHAI, MOJI, KOBE & YOKOHAMA   | STRIA                                  |  | D. C. Gregor, B.N.B<br>Radonicich | P. & O. S. N. Co. 1911111111111           | To-day, at 4 P.M. About 18th inst., P.M.              |     |
|         | SHANGHAT, MOJI & KOBE   | KAGESHIMA MARU                         | Jap. str                                 | T. Arakawa                        | NIPPON YUSEN KAISHA                       | To-day. To-morrow, at Noon.                           |     |
|         | SHANGHAI, YOKOHAMA, KOBE & MOJI   | ARMAND BEHIC                           | Frenstr                                  | - Guionnet                        | MESSAGERIES MARITIMES                     | On 20th inst., P.M.<br>On 21st inst., at 10 A.M.      |     |
|         | SHANGHAI VIA SWATOW, AMOY & FOOCHOW<br>SHANGHAI, YOKOHAMA & KOBE                    | CHOSHUN MALU                           | Ger. str. k.                             | T. Suruga                         | HAMBURG-AMBRIKA LININ                     | About 22nd inst.                                      |     |
| r       | SHANGHAI, YOKOHAMA & KOBE   | VANDALIA                               |  |                                   | P. & C. S. N. Co. HAMBURG-AMERIKA LINIE   | About 23rd inst. About 25th inst.                     | 1   |
|         | SHANGHAI, YOKOHAMA, & KOBE  | CATHAY                                 | Dan, str                                 | Pander                            | JAVA-CHINA-JAPAN LIJM                     | Middle of August. Quick despatch.                     | 4   |
| •       | NINGPO & SHANGHAI   | LUCHOW                                 | Brit, str I                              | m.<br>- Ijichi                    | BUTTERFIELD & BWIRM                       | To-day, at 4 P.M.<br>On 22nd inst, at Noon.           | 1   |
| 3       | TAMBUI YIA BWATOW & AMOY  | DAISIN MARU                            | Jap. str                                 | _ I. Sakurai                      | OSAKA SHOSEN KAISHA                       | On 19th inst., at Noon.<br>About 15th inst.           |     |
| 4       | FOOCHOW & VLADIVOSTOCK<br>SWATOW, AMOY & FOOCHOW                                    | HAITAN                                 | Brit. str. 21                            | h Roach                           | DOUGLAS LAPBAIR & Co                      | To-day, at 2 P.M.<br>To-morrow, at 7 A.M.             |     |
|         | HOIHOW & HAIPHONG   | BINGAN                                 | Brit. str                                | Jameson<br>S. J. Payne            | Jardina, Matheson & Co., Ld.              | To-day, at 4 P.M.<br>To-morrow, at Noon.              |     |
|         | MANILA  | RUBE                                   | Brit. str                                | m. A. W. Outerbridge              | BUITERFIELD & SWIRE                       | On 21st inst., at 4 P.M.                              |     |
|         | MANILA  | YUENSANG                               | Brit. str                                | m. Rodger                         | BREWAN TOMBS & CO.                        | On 24th inst., at 4 P.M.<br>On 25th inst., at Noon.   | 10  |
|         | KUDAT & BANDAKAN  | BORNEO                                 | Ger. str                                 | F. Sembill K. Sato                | MELCHERS & Co.                            | On 27th inst.   |     |
| le      | BOMBAY VIA SINGAPORE & COLOMBO  | LIGHTNING                              | Brit. str                                | A. E. Gentles                     | DAVID SASSON & Co., LID.                  | To-morrow, at 8 P.M.                                  | 14  |
|         | SINGAPORE, PENANG & CALCUTTA BATAVIA CHERIBON, SAMARANG, &c                         | NAMBANG                                | Brit. str Dut. str                       | M. B. Lake de Brouwers            | [1] [ 골 : 사는 이번 : [                       |   |     |
| rt      |   |  |  |                                   |   |   | 3   |
|         |   | 51 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 20 A 3 A 3 A 3 A 3 A 3 A 3 A 3 A 3 A 3 A |                                   |   |   | -   |

### OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-

SUBJECT TO ALTERATION.

| the second       |              | 1 1 1 to 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 1 T 4 T        |        |                 |
|------------------|--------------|--|----------------|--------|-----------------|
|                  | 708          | W. P. 19                                 | THE CO.'S S.L. |        | LHAVING         |
| * TAMST          | II VIA SWATO | W ("DAIJ                                 | IN MARU"       |        | AY, 19th July,  |
| the state of the | & AMOY.      |  | Capt, I. SAKUR |        |                 |
| + SHAN           | GHAI 71 SWA  | TOW, CHO                                 | Capt. T. Sugu  | " TUES | DAY, 21st July, |
| AM               | OY & FUUUHU  | 747                                      | Caber wi Para  |        |                 |

ANPING VIA BWA FOW, " SHOSHU MARU" WED'DAY, 22nd July, Capt. LICHT 5 at NOON. & AMOY These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships,

Unrivalled Table. † Taking Corgo on through Bills of Lading to all Yangtaze and North China Ports. For Freight, Passage, and furthur information, app'y at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 17th July, 1908.

T. ARIMA, Manager.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

ONLY LINE THAT MAINTAINS A REGULE SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days Ocean Travel.

12 DAYS YOKOHAMA to VANCOUVER,

21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration). LEAVE HONGKONG. ARRIVE VANCOUVER SATURDAY, 25th July ... 15th Aug. "EMPRESS OF CHINA" 6,000 SATURDAY, 8th Aug. ... 6th Sept. \* "LENNOX" 3,700 " WEDNISDAY, 9th Sept. 8th Oct. "EMPRESS OF INDIA" 6,000 " THURSDAY, 24th Sept. 12th Oct. • "GLENFARG" ..... 3,700 4 "EMPRESS OF INDIA" 6,000 ". THURSDAY, 24th Sept. ... 12th Cet. "EMPRESS OF JAPAN" 6,000 ". THURSDAY, 22nd Oct. ... 9th Nov. "MONTEAGLE" ..... 6,163 " ... WEDNESDAY, 7th Oct. ... 31st Oct.

\* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. " I MPRESS" Steamers will depart from HONGKONG at 4 P.M. B.S. "MONTEAGE," "LENNOX" and "GLENFARG" at 12 Noon. THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at YOKOBAMA and VICTORIA, B.C. Connecting at VALCOUTER THE Section Mail.

Express, and at QUEBEC with the Co.s NEW PALATIAL "EMPRESS" Steamships. 14.500 tons register, thus providing a comfortable and speedy through route to Europe. Hongkong to London, 1st Class ......via Candien Atlantic Ports or New York £71.10 Intermediate on Steamers ) 242, and lat Class Railways ... !

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Candian, Pacific direct Line. E.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

BPECIAL RATES (First class only) granted to Missionsvies, Members of the Naval Military, Diplomatic, and Civil-Services, and to European Officials in the Service of Chins and Japan Governments. For further information, Mars, Routes, Handbooks, Bates of Freight and Passage, app'y lo

> D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays, opposite Blake Pier.

## MESSAGERIES MARITIMES



FLENCH MAIL LINES FORTNIGHTLY SERVICE TO AND FROM EUROPE

TA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

TO BAIL, . STEAMERS "ARMAND BEHIO" SHANGHAI, KOBE On 20th July, P.M. Capt. Guionnet YOKOHAMA .... On 21st July, "CALEDONIEN" MARSEILLES VIA PORTS Capt. Lemonnier 1 P.M. "YARRA SHANGHAI, KOBE & On 3rd Ang., P.M. Capt. Bellier YOKOHAMA.... "TOUBANE" On 4th Aug., MARSEILLES VIA PORTS Capt. Laucelin

Transhipping on the Co's Steamers at Singapore for Batavis; at Clombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to-

P. NALIN, ACTING AGENT, Queen's Building.

Hongkong, 8th July, 1908.

BOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH NORTHERN PACIFIC BAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

| Steamers. Tons.  | Captain.             | Sailing Date.  |
|--|----------------------|--|
| 1 SUVERIC 6,232<br>1 KUMERIC 6,232<br>8 SHAWMUT 9,606<br>• TREMONT 9,606 | W. Shotton Cowley    | On 23rd July. On 19th August. On 12th September. On 6th October. |
| 1 Steers   | sge Passengers only. |  |

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENUANCE AND CUISINF, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

\* The twin-screw sis. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures stendiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

Quant's Buildings.

DODWELL & CO., LIMITED. --- GENERAL AGENTS.

Hongkong, 2nd July, 1908.

VESSELS ON THE BERTH



LLOYD'S STEAM NAVI-AUBTRIAN GATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE

THE Company's Steamship

"SILESIA," apt. Radonicioh, will leave for the above places on or about SATURDAY, the 18th inst.

This Steamer has capital accommodation for passengers, electric light, and carries a loctor and stewardess For Freight or Passage, apply to

SANDER, WIELER & CO. Prince's Building. Hongkong, 13th July, 1908.

EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at TIMOR, PORT DARWIN, and QUBENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TARMANIA, &C.

THE Steamship

"EMPIRE, Captain Helms, will be despatched as above-

on TUESDAY, 21st July, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with

the Electric Light. A Stewarders and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in statercoms, For Freight or Passage, apply to

GIBB, LIVINGSTON & Co. Hongkong, 30th June, 1908.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON.

AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON

PREOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINUATAL, AMERICAN AND SOUTH AFRICAN PORTS.

HE Steamship

"DEVANHA." Captain T. H. Hide, R.N.B., carrying His Majesty's Mails, will be despatched from for Bombay &c. DAY, the 25th July, at Noon, taking cargo for the above ports "MOLDAVIA," 10,000 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tes for London (under arrangement will be transhipped at Columbo into the mail steamer proceeding to Marseilles and London, other eargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA," due in London on the 6th September, 1808. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to F. J. ABBOTT,

Acting Superintendent. Hongkong, 13th July, 1908.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With liberty to call at the Malabar Coast).

THE Steamship

"SCHUKLKILL." Capt. Anderson, will be despatched as above on or about the 27th inst. For Freight, &c., apply to STANDARD OIL CO. OF NEW YORK,

Oriental Freight Department, (Hotel Mansions). Hongkong, 10th July, 1908. GLEN" LINE OF STEAMERS.

FOR LONDON, AND ANTWERP VIA

BUEZ CANAL. THE Steamship

"GLENSTRAE"

Captain J. Macgillivray, will be despatched as above on 1st August, 1908. For Freight, apply to McGREGOR BROS. & GOW. Hongkong, 13th July, 1908.



HONGKONG-NEW YORK

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL (with liberty to call at the Malabar Coast). S.S."MONTROSE" on 11th August, 1908 For Freight and Further Information, Apply to-SHEWAN, TOMES & Co.,

### Hongkong, lith July, 1908. MAIL TABLES

General Agents.

FOR 1908. Shows the dates of departure of the Mail. to Europe and America, and the dates of their expected arrival at their destinations, as well at . the dates of return Mails.

Mounted on Card ... 30 Cents On Paper ... 20 On Sale at the Hongkong Daily Press

Hongkong, 17th January, 908.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| SHANGHAI, MOJI, KOBE SYRIA  Capt. D. C. Gregor, E.R.  MARSEILLES, LONDON and ANTWERP via SINGA.  PORE, PENANG, Colombo, and Port Said.  DELTA.  Capt. W. R. Hickey.  About 28rd July  Freight and Passage.  LONDON VIA USUAL PORTS  DEVANHA.  Capt. T. H. Hide, E.N.R.  For further Particulers, apply to  F. J. ABBOTT, | SHANG | HAL MOJI,                                |          | atrambrs D. C. Gregor, B.                        | 10 SAIL<br>1.R., 17th<br>July | Freight and |
|--|-------|--|----------|--|-------------------------------|-------------|
| SHANGHAI   | MARSE | CILLES, LONI<br>WERP via<br>C. PENANG, C | OON and) | TYP A  | 15 F.M., 20th )               |             |
| For further Particulars, apply to  | SHANG | HAI                                      | Capt. B  | W. H. Show                                       | Woon Oktha                    | Res Special |
|  | OF CA |  |          | <del>,,,=,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</del> |                               |             |

### NAVIGATION CO., CHINA LIMITED.

| <b>POB</b>                                    | STRAMERS         | TO SAIL  |
|---|------------------|--|
| THE PARTY OF A STRANGE AT                     | "LUCHOW"         | On 17th July, 4 P.M.   |
|   | "SINGAN"CHINGTU" | On 18th July, 7 A.M.<br>On 18th July, 4 P.M.   |
| KORE and LONGITHMEN.                          | * STAMING"       | On 21st July, 4 P.M.   |
| MANILA ZAMBOANGA, THURSADAY IBLAND, COOKTOWN, |                  |  |
| CAIRNS, TOWNSVILLE,<br>BRISBANE, SYDNEY, with | " TAIYUAN "      | On 3rd Aug., 4 P.M.  |
| Transhinment for TABMANIA,                    |                  |  |
| NEW ZEALAND, ADELAIDE,                        |                  | The second of th |

FREMANTLE and PERTH ...... MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dinning Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. SHANGHAI BTEAMERS have good Saloon Passenger accommodation and take cargo

on through Bills of Lading to all Yangteze and Northern China Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

BUTTERFIELD & SWIRE, For Freight or Passage, apply to-AGENTS. Hongkong, 17th July, 1908.

### LINIE HAMBURG-AMERIKA HAMBURG.

### EAST ASIATIC FREIGHT SERVICE. Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW. YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genos, and other Mediterranean, Levantine, Black Ses and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to

### Arabian and Persian Gulf Ports. NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

Hongkong 17th July, 1908,

FOR SHANGHAI, YOROHAMA & KOBE: S.S. SILVIA ... About 22nd July

FOR SHANGHAL, YOKOHAMA & KOBE: S.S. VANDALIA ... About 25th July

FOR SHANGHAI, YOKOHAMA & KOBE B.S. SLAVONIA ... About 28th July

Further Particulars, apply to-

HAMBURG-AMERIKA LINIE, Hongkong Office.

HOMEWARD.

FOR HAVRE & HAMBURG: ... 26th July

FOR HAVES & HAMBURG :

FOR HAVRE & HAMBURG :

8.8. SAXONIA

FOR MARSHILLES ANTWERP & HAMBURG:

B.S. C. FERD, LAEISZ About 30th July

BS. SILVIA ... 23rd Aug. BS. SLAVONIA ... 6th Sept.

FOR MARSEILLES, ANTWERP & HAMBURG:

S.S. AMBRIA ... 20th Sept.

S.S. SPEZIA ... About Mid. of Sept.

9th Aug.

Hongkong, 16th July, 190g.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION) T SHANGHAI VIA SWATOW...... "CHOYSANG" ... Friday, 17th July, Noon. "LOONGSANG" Friday, 17th July, 4 P.M.

\*SHHAL, YOKCHAMA. KOBE & MOJI "KUTSANG" ..... Saturday, 18th July, Noon. SINGAPORE, PENANG & CALCUTTA" NAMBANG" ..... Thursday, 23rd July, Noon. MANILA ..... Friday, 24th July, 4 P.M.

### RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS: The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. \* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. † Taking Cargo in Through Bills of Lading to Yangtese Ports, Chefoo, Tientsin

and Newchwang. Telephone No. 61 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GEVERAL MANAGERS. Hongkong, 17th July, 1908.

# NORDDEUTSCHER LLOYD. IMPERIAL GERMAN MAIL

|    |         |     |                                       |            |            | 70.00        |
|----|---------|-----|---------------------------------------|------------|------------|--------------|
| 4  | FOR     |     |                                       | STEAMERS . | _ :        | TO SAIL.     |
| -  |         |     | · · · · · · · · · · · · · · · · · · · |            |            |              |
| AT | & SANDA | KAN | n B                                   | ORNEO"     | Garling to | End of July. |

NORDDEUTSOHER LLOYD. MELOHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

FRENCH STEAMBHIP COMPANY. HEAD OFFICE:

OUTWARD via Suez:—Antwerp, Dunkirk, Ia Pallice, Marseilles, Genca, Naples, Colombo, Singapore, Hongkong, Chinwantao, (Peking Tientain,) Kobe, Yokohama.

Genca to Hongkong in 30 Days. NAPLES to HONGKONG in 29 DAYS.

Unique Opportunityto make a Tour in North China and Japan-with Great Speed, Safety and Comfort,

TRANSPACIFIC:-Victoria (B.C.) Vancouver, Seattle, San Francisco. CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland Passengers to Overland and Europe Jule Vancouver 13 Days
YOROHAMA to LONDON and Paris 26 Days

HOMEWARD via MAGRILLAN STRAITS :-- Mexico, River Plate, Brazil, La Pallice, Liverpool,

PROPOSED SAILINGS MALTE CEYLAN + AMIRAL EXELMANS 25th July

= OUESSANT ... 27th Aug. Two Passengers. † Intermediate Class and Rates of Passage.

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to-P. NALIN, ACTING AGENT, FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

## HONGKONG-MANILA.

= CORSE

Highest Class newest, fastest and most luxurious Steamers between Hongkong and Manila, Salcon amidships, Electric Light, Perfect Cuttine. BURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Pamongers.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

|       | STRAMSHIP | Tons. | CAPTAIN -               | POR | SAILING DATE.                                 |
|-------|-----------|-------|-------------------------|-----|---|
| 7 " 7 | UBI       | 25.40 | R. W. Almond. R. Rodger |     | <br>On 18th July, Noon.<br>On 25th July, Noon |

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS

Hongkong, 6th July, 1908.

EXTRA SAILING EUROPEAN LINE. FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Company's Newly Built Passenger Steamer.

### KAMO MARU" (Tons 9000 Gross Reg. - Captain F. L. SOMMER)

Will be despatched as above on WEDNESDAY, 12th August, at Daylight. Every known Comfort provided on Board for Travellers : First Class Statercoms Amidships comprising ordinary Two Berth Cabins, Single Barth Cabins and Full Suits. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest Passage Rates to Europe and Around-the-World. For further particulars, apply to NIPPON YUSEN KAISHA.

### YUSEN KAISHA. NIPPON (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HUNGKONG-SUBJECT TO ALTERATION.

SAILING DATES 1908. STRAMERS. DESTINATIONS. Tons 62271 WED'DAY, 22nd July. MARSEILLES, LONDON and (SADO MARU, at Daylight-Capt. Geo. Anderson, ANTWERP, via SINGA WED'DAY, 5th Aug., PORE. PENANG, BINGO MARU, COLOMBO, and PORT SAID ( Capt. A. Christiansen, Tons 6217) at Daylight VICTORIA, B.C. and & SHINANO MARU TUESDAY, 21st July, SEATTLE, WASH, Capt, K Kawara, Tons 6388 at 4 P.M. KEELUNG, SHANGHAI, § AKI MARU TUESDAY, 18th Aug., Capt. M. Yagi, Tons 6144 | at 4 P.M.

MOJI, KOBE YOKKAICHI, SHIMIDZU and YOKOHAMA SYDNEY and MELBOURNE, (KUMANO MARU FRIDAY, 7th Aug. Capt. N. Mathieson, Tons 5076 st Noon. vis MANILA, THURSDAY ISLAND, TOWNSVILLE YAWATA MARU FRIDAY, 4 h Sept. Capt. K. Homma, Tons 3817 at Noon. and BRISBANE SHANGHAI, MOJI and I KAGESHIMA MARU FRIDAY, Capt. T. Arakawa, Tons 4637 ( July, Capt. A. Keith July. P.M.

Tons 6309 ) FRIDAY, 24th KOBE and YOKOHAMA BOMBAY via SINGAPORE, ( TYETOROFU MARU MONDAY, 27th Capt. K. Bato. Tons 4165 July. and COLOMBO WED'DAY, 5th Aug., and YAWATA MARU NAGASAKI. KOBE Tone 3817 | at Noon. ... Capt. K. Homma, YOKOHAMA ... I Cargo only.

§ Fitted with Marconi's System of Wireless Telegraphy. + Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

KUSUMOTO, MANAGER. 356 Hongkong, 16th July, 1908.

### ASIATIC EAST COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK.

### SAILINGS FROM HONGKONG.

| 8UBJECT T                                     | ALTERATION.                                       |
|---|---|
| DESTINATION                                   | STEAMERS DATE OF BAILING                          |
| OOCHOW & VLADIVOSTOCK                         | "CURONIA" About 15th July "CATHAY" Middle of Aug. |
| HANGHAI, YOKOHAMA & KOBE<br>LARSEILLES, HAVRE | "CATHAY" Middle of Sept.                          |

For Further Particulars, apply to Hongkong, 26th June, 1908.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

| STEAMER FROM                    | EXPECTED<br>ON OB<br>ABOUT                                      | WILL LEAVE FOR | ON OR ABOUT   |
|---------------------------------|---|----------------|---|
| TJIMAHI SHANGHAI TJIPANAS JAVA  | First half of<br>July<br>First half of<br>July<br>Second balfor | SHANGHAI       | First half of<br>July<br>Second half of<br>July<br>Second half of |
| TJIBODAS JAPAN TJIKINI JAVA     | July<br>Second half of<br>July                                  |                | July<br>Second half of<br>July                                    |
| TJILIWONG. JAPAN TJYLATJAP JAVA | First half of<br>Aug.<br>First half of<br>Aug.                  | JAVA           | First half of<br>Aug.<br>First half of<br>Aug.                    |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on

through Bills of Lading. For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Hongkong, 7th July, 1908. Telephone No. 375.

### THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

HEAD OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS. SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS, of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGH MONIES e changed.

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Japan Office: -14. WATER STREET. YOKOHAMA.

## SHIPPING IN PORT.

Amigo, German str., 822, Ulderup, 15th July-Hoihow 14th July, General-Jebsen & Co. BESSIE DOLLAR, British str., 2,500, Gow, 15th July-Moji 9th July, Coal-Mitsui Bussan Kaisha.

STEAMERS.

CABNARYONSHIRE, British str., 2,742, F. Ingram, 15th July-Shanghai 11th July, General-Shewan, Tomes & Co. CHILDAR, Norwegian str., 1,102, H. Nielssen, 10th July-Saigon 6th July General-

Asgazid, Thoreson & Co. CHINGRU, British str., 2,260, W. B. Brown, 14th July-Australia via Manila 11th July, General-Butterfield & Swire. CHING Wo, British str., 2,517, F. W. Callum, \_\_ 15th July Hankow and Woosung 11th

July, General—Butterfield & Swire. CHOISING, German str., 1,021, F. Buecking, 12th July-Bangkok 4th July, Rice-Butterfield & Swire. CHOWFA, German str., 1,055, F. Spiesen, 12.h

July-Bangkok 5th July, Rice-Butterfield & Swire. CHOWTAI, German str., 1,115, Reher, 12th July -Bangkok July 5th, and Swatow 11th,

Bice and Meal-Butterfield & Swire. CHOYSANG, British str., 1,424, A. E. Sandback, 12th July—Shanghai July 8th, and Swatow 11th, General—Jardine, Matheson & Co. COURTFIELD, British str., 4,897, John Wiseman 25th May-Moji 20th May, Coal-Mitem

Bussan Kaisha. DAIJIN MARU, Japanese str., 900, I. Sakurai 15th July-Tamsui, Amoy and Swatow 14th July, General-Osaka Shosen Kaisha. DEVAWONGSE, German str., 1, 157, F. Rehwaldt, 11th July-Bangkok 4th July, Rice-

Melchers & Co. DRUPAE, Norwegian str., 1,102, J. Bing, 10th July-Chefoo 4th July, General-Asgeard, Thoresen & Co. -FAUSANG British str., 1,410, Malkin, 28th

June-Salgon 23rd June, Rice Jardine, Matheson & Co. FOOCHOW, British str., 1,227, E. French, 9th July-Wahu 4th July, Rice-Butterfield

FRITHJOF, Norwegian str., 891, O. Andersen, 15th July - Saigon 10th July, Rice-Asgasrd, Thoresen & Co.

GILBERT, French str., 778. Douarinou, 7th July-Haiphong and Moihow 6th July, Coal and Mats-Order. BAITAN, British str., 1,183, J. S. Rosch, 14th July-Poochow July 11th, Amoy 12th, and Swatow 13th, General-Douglas, Lapraik

HILDIS, Norwegian str., 1,085, Solberg, 13th July-Saigon 9th July, General-Order. HINSANG, British str., 1,526, A. G. Smith, 12th July-Hongay 10th July, Coal-Jardine, Matheson & Co. ANNE, German str., 952, J. Jwersen, 13th

July-Haiphong July 9th, and Hoibow 12th, Rice and General-Jebsen & Co. Kansu, British str., 1,142, James Speed, 14th July-Waha 9th July, Rice-Butterfield & Swire.

KATHABINE PARK, British str., 3,075, W. H. Copp, 8th July-Callao via Yokohama and Kobe 12th May, General-Toyo Kisen KINTUCK, British str., 2,995, B. C. Lewis, 30th June - Foodbow 28th June, General -Butterfield & Swire. KWANGLEE, Chinese str., 1,864, R. Lincoln,

11th July-Shanghai 8th July, General-Chinese. KWANGSE, British str., 1,228, A. Stott, 15th July-Niogpo July 9th and Shanghai 11th, General-Butterfield & Swire.

KWEILIN, British str., 1,026, Hards, 8th July — Yangtsze Ports 4th July, General — Butterfield & Swire. LIGHTNING, British str., 2,122, A. E. Gentles, 12th July-Calcutta & Singapore 6th July,

A General-David Sassoon & Co., Ltd. Locksun, German str., 1,020, W. Taubert, 8th July-Bangkok 30th June, Rice-Norddeutscher Lloyd.

LOONGSANG, British str., 1,039, S. J. Payne, 15th July-Manila via Amoy 11th July, General-Jardine, Matheson & Co.
LOYAL, German str., 1,237, Fr. Natzins, 13th
July-Saigon 8th July, Rice-Sander,

July-Newchwang and Chefoo 6th July, General-Butterfield & Swire. MANCHURIA, American str., 8,750, J. W. Saunders, 6th July—Sau Francisco and Shanghai 3rd July, Mails and General—Pacific Mail Steamship Co.

MORTLAKE, British str., 1,737, F. W. Batten,

24th June-Fremantle 6th June, Sandalwood-Gilman & Co. MOYUNE, British str., 4,935, J. Milhonch, 14th July - Foodbow 12th July, General -

Butterfield & Swire. NAMSANG, British str., 4,035, P. M. B. Lake, 13th July-Moji 8th July, General and Coal-Jardine, Matheson & Co.

Nippon Maru, Japanese str., 6,168, W. W Greene, 14th July - San Francisco via Ports 16th June, General-Nippon Yusen RANGE BRANCH, British s'r., 2,197, J. Mc-Clelland, 12th July Bydney via Ports 4th

June, Bailway sleepers-Dodweil & Co.

PROGRESS, German str., 1,641, Straye, 8th July -Samos 30th June, General - Siemssen PROMETHEUS, Nor. str., 1,023, O. Kornelinssen, 9th July - Saigon 4th July, Bice -

Asgaard, Thorsen & Co. PROTEUS, Norwegian str., 1,024, C. Möller, 5th July-Bangkok 24th June, Rice-Asguard, Thoresen & Co: QUEEN OLGA, British str., 2,145, W. McKay,

8th July - Cardiff 20th May, Fuel -Dodwell & Co. REIDAR, Norwegian str., 6,300, C. Stangebye, 12th July-Moji 5th July, Coals-Mitsui Bussan Kaisho.

Rust, British str., 1,619, R. W. Almond, 18th July-Manila 11th July, Sugar and Cigara -Shewan, Tomes & Co. SCHARNHORST, German str., 5,057, L. Maass,

15th July-Bremen and Singapore 11th July, Mails and General-Melchers & Co. SHANSI, British str., 1.228, F. Boyd, 14th July -Chinking 9th July, General-Butter-· field & Swire. SHELEH, British str., 2,828, F. Wawer, 7th

July - Moji 30th June, Coal - Mitsul Bussan Kaisha. SHEILA, British str., 2,236, T. Ogilvy, 9th July -Puget Bound via Hakodate and Moji 3rd

June. Flour-Dodwell & Co. SHINANO MARU, Japanese str., 6,387, Kawara. 12 h July Japan and Shanghai 9th July, Flour. Coal & General-Mitsu Bishi & Co. SINGAN, British str., 1,047, F. Jamieson, 15th July-Haiphong and Hollow 14th July, General-Butterfield & Swire.

TIENTSIN, British str., 1 227, E. Monkman, 96h July-Wakamatsu 3rd July, Coals-Mitsut Bussan Kaishs. TITAN, British str., 5,720, R. Day, 7th July-

Tacoma via Ports 10th June, Flour, Lumber and General-Butterfield & Swire. TJIMAHI, Dutch sir., 2,469, J. N. Bouman, 13th July-Amoy 12th July, General-Java-China-Japan Liju.

TJIPANAS, Dutch str., 2,444, A. Pander, 12th. July -St. James 9th July, General-Java-China-Japan Lijn. SAILING VESSELS.

JUTHEPOLIS, British ship., 2,480, Stewart, 6th June-San Francisco 5th April, Case Oil-Standard Oil Co. King George, British ship, 2057, Tucker, 2nd July-New York 12th March, Case Oil-

Standard Oil Co. -THE

### RECTORY AND HRONICLE FOR 1908-

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Cutler, Palmer & Go.'s

Hongkong, 15th February, 1908.



Gutler, Palmer & Go., London,

HONGKONG.

Hongkong, 3rd July, 1908.

| 8  |   | THE HONGKONG DAILY PRE   | SS, FRIDAY, JULY 17TH, 1968.  |  | I Tanan a Shimana Lin Book   |
|--|---|--|---|--|--|
| POST OFFICE NOTIC  |   | COMMERCIAL.  | JOINT STOCK SHARES.  Hongrong, July 16; h   | THE IRECTORY AND CHRONICLE   | Japan:—Shimonoseki, 1895; Lisotung Con-<br>vention, 1895; Commercial, 1896; New Ports<br>1896. Supplementary Commercial, 1993  |
| The parcel mail from Bremen and one bag of letter a maged by water owing to a fire on the s.s. Scharnhorst.  | Company of the second of the control of the second of the | EXCHANGE   | COMPANY. PAID UP. QUOTATIONS.   | SOB  | Bussian:—S. Petersburg, 1881; Russian Land<br>Trade, 1881.   |
| The Armand Behic, with the French mail of the 19th I h irst. at 6 a.m., and may be expected here on or about the first at 6 a.m., and may be expected here despetated from   | une, left Saigon on Friday, the t Monday, the 20th instant, at  | CLOSING QUOTATIONS.  July 16th.  | Alhambra Ps 200 Nominal   | CHINA, JAPAN, COREA, INDO-CHINA<br>SIAM, STRAITS SETTLEMENTS,<br>MALAY STATES, NETRERLANDS   | Portugal, 1888; Commercial Treat, 1094.  FINAL PROTOCOL made between China and Eleven Powers, 1901.  |
| light. This packet trings replies to letters desparence and  | DATE  | ON LONDON.— Telegraphic Transfer   | Banks— Hongkong & S'hai \$125 { \$750, buyers   London £80.   | INDIA, PHILIPPINES, BORNEO, &c.,   | Great Britain, 1894; Duffes Convention 1895  |
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| low and Haiphong   | Friday, 17th, 3.00 P.b. Friday, 17th, 5.00 P.M.   | Oredits, at 4 months sight 2321  | Cotton Mills— \$10 \$91, buyors   | THE FORTY-SIXTH ANNUAL ISSUE   | Britain, 1895. TREATIES WITH SIAM.   |
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| CHOLULU and SAN FRANCISCO  | ice of 10 conts, up to  | on the 11th inst., and will arrive in Hongkong<br>on the 22nd inst.  | Steamship Companies China and Manila \$25 \$15, sellers   | Chemulpo Fusan Chinnampo<br>Kunsan Pingyang Songchin   | ONITED STATES: Mr. N. S. Damos, 1/8, Pinth.  |
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|  | The sales has   | on the 30th ult. at 10 s.m., and may be expected here on or about the 22nd inst.                                       | Indo-China S.N. Co. 25 \$39, sellers  | MACAO<br>FRANCH INDO-CHINA:  | CAPH TOWN Messrs. Gordon & Gotch Sydney Messrs. Gordon & Gotch   |
| illine to to the total and the | Friday, 24th, 2.00 r.m.   | THE CANADIAN MAIL, The C.P.R. str. Empress of China left. Van  | Shell Transport Co. Star Ferry \$10 \$25, buyers  | Handi Annam Tourane<br>Haiphong Hue Saigon   | MELBOURNE Messrs. Gordon & Gotch BRISBANE Messrs. Gordon & Gotch   |
|  | ples 2,00 P.M.  | conver on the 6th inst. p.m. for Hongkong vis<br>the usual ports of call.  | South China M. Post . \$25 \$28, buyers   | Tonkin Provinces Quinhon Cambodge PHILIPPINES Cohn   | CALCUTTA Messrs. Thacker, Spink & Co-BOMBAY "Times of India" Office  |
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| Hongkong, 11th July, 1908.   | _ 35  | Mr. J. Gibson Mr. W. T. Stebbing—<br>Capt. T. A. Hail Rev. A. J. Stevens   | Weather c b o   | PLAN OF TSINGTAU (KIAOCHAU)  PLAN OF FOREIGN CONCESSION, SHANGHAI  PLAN OF HONGREW (SHANGHAI) with Inse  |  |
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| of the bottoms of Cargo-I  | osts, Dredgers, Lighters, Junks   | Mr. & Mrs. E. S. Joseph Capt. F. A. Wilcox   |   | PLAN OF KOWLOON PLAN OF MANILA   |  |
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| and I)r. Shone.                              | OPIUM.   |
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